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The China Mail

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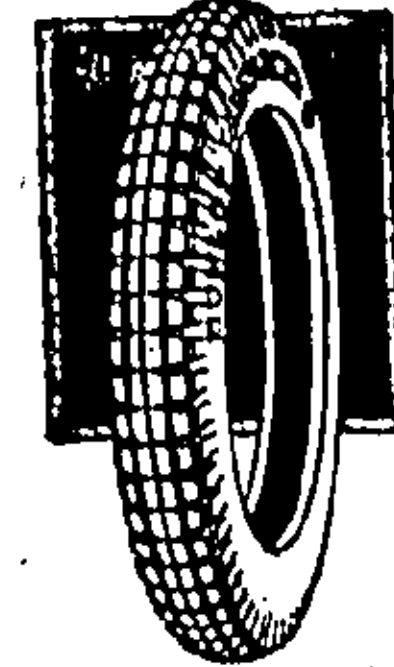
TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 11½d.

No. 27,778

HONG KONG, THURSDAY, APRIL 23, 1931.

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Special
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FORT MOTOR CYCLE TYRES.
LOCAL BRANCH.

Pedder Bldg.

TO BE SENT BACK TO BURMA.

Interpretation of Penal
Code.

MAGISTRATE'S RULING.

Mr. Hin-shing Lo, in the Central Magistracy this morning, sought grounds to question the interpretation of the Indian Penal Code, when he appeared to defend the Fukiensis, who is charged before Mr. Schofield with the alleged felony of 75,000 rupees from a firm in Rangoon.

Mr. Somerset Fitzroy (Public Prosecutor) appeared to argue for the Crown, whilst Mr. H. C. Macnamara watched the proceedings in the interests of the private prosecutor.

Powers of Court.

Commencing his argument, Mr. Lo reminded his Worship of two points which he raised at the sitting yesterday. The first point was that the Court had power to grant bail to an accused person charged under the Fugitive Offenders Act of 1881. He had said, and would say again, that bail could be granted. The next point raised by Inspector Elston was that on mere receipt of a warrant from Rangoon the accused could be sent back. He would question that.

Counsel went on to explain that the British Empire was divided up into Dominions, Colonies, and possessions, each, as it were, with its own criminal law, but in order to facilitate the administration of justice it was seen fit to divide them into groups. He submitted that if Rangoon wanted an alleged fugitive criminal, it had to fulfil all the necessary formalities connected therein, unless the Police satisfied the Hong Kong Court that Rangoon could demand the return of an alleged fugitive criminal and unless such order was produced in the local Court. In conclusion, counsel said that he must admit that this was not quite like an extradition case, as it differed in many points, one of which was that in extradition the Court had to satisfy itself as to whether the case was within the law or a prima facie case.

A Matter for Discretion.

Lastly, counsel said that he would mention that in extradition whether or not bail was granted was a matter of discretion for the Magistrate entirely. In this case, accused had a right to demand bail. He asked his Worship to fix a day for the hearing of the case.

For the Crown, Mr. Fitzroy said that the case was a perfectly simple one. Rangoon was the capital of Burma, which, under the provision of the Indian Government Act, was made a Governor Province in 1922, and would no doubt, in the near future, be separated from India, and have a Government of her own. At the present time Burma was a part of India.

Position of India.

Counsel then dealt with the position of India with regard to the Fugitive Offenders Act, and explained that there were two distinct parts, the latter of which only applied to places that had been grouped. On February 1, 1901, British India, Ceylon, and Hong Kong were grouped in Part 2, and this also brought in Rangoon. This order placed the present case within Part 2. He then read the declaration from the Indian Penal Code.

Mr. Lo questioned the interpretation, and emphasised the point that the Court had to abide by rigid formality, and strict proof of all papers produced in Court.

Mr. Fitzroy argued that whether the accused was "guilty" or "not guilty" was no concern of the learned Magistrate or of the Crown. It was not necessary to hear the facts, and all that was necessary was whether or not the warrant had been signed by an authorised Magistrate, and whether or not the offence, with which the fugitive was charged was known in Rangoon.

Evidence of Escort.

The escort, Sub-Inspector "Li Teng-fang," gave evidence in English to say that the warrant for

MATE MISSING AT SEA.

American Skipper's
Report.

GREEN ISLAND INCIDENT.

The mysterious disappearance at sea of Mr. George J. Lavin, Chief Officer of the American steamer Golden Mountain, is reported in a brief wireless message from Captain H. B. Hansen, received this morning by Mr. D. J. Fraser, the manager of the States Steamship Co., Oriental agents for the owners, the Oceanic and Oriental Navigation Company, of San Francisco. The Golden Mountain sailed at 10 o'clock last night for Haiphong and Saigon.

Seen Last Night.

In his report the captain says that when the Chief Officer was called for watch early this morning he could not be found. The last time he had been seen previously was at about 10.30 last night, when he was on the forecastle head, and the steamer was going through Green Island Pass. The captain adds that from such information as he can gather it is possible that Mr. Lavin may have fallen overboard when the ship was about four miles North of Linting Island. If that were the case, it would place the time at about 11.30 p.m.

Whatever the reason for his disappearance, apparently the Chief Officer was not missed until called for the morning watch.

Naval Tug to Search.

Upon receipt of the message the manager of the States Steamship Company, together with the American Consul, called upon the Commodore at the Royal Naval Yard who immediately despatched one of the Naval tugs to the vicinity to carry out a search.

A Popular Officer.

Mr. Lavin, who is 31 years old, is described as a very popular and promising officer. He is also a very strong swimmer, and under the circumstances the Company officials hold out hopes that he may have been picked up by a passing vessel or junk, or that he may possibly have been helped by the ebb tide to either Lamma or Cheung Chau.

It is understood that American destroyers leaving here this evening will also take part in the search.

STORM TRAGEDY.

HUSBAND DROWNED IN A
FISH POND.

SEEKING A SAMPAN.

When the storm of April 20 was at its height, Cheung Sui (23), a married woman living in an unnumbered hut at Ma Tin Village, Ping Shan district, was instructed by her husband to prepare to remove their furniture. At about 4 o'clock that afternoon, as the water was rising rapidly, her husband left the home and said that he was going to get a sampan, and asked his wife to collect their belongings. However, he failed to return, and the woman was later informed by other villagers that her husband was drowned. The sampan was moored in a fish-pond in front of the village huts, but, as he attempted to take hold of it, it drifted away, owing to a strong onrush of water at the time. The man then waded in, and swam after the craft in a vain attempt to retain it. But he was seen to sink, and, after the water had subsided, passing villagers found his body.

the apprehension of the accused (whom he recognised as the wanted man) was signed in his presence by Magistrate U. B. The Indian Penal Code, explained witness in reply to Mr. Fitzroy, contained the whole of Burma's criminal law.

After signing the warrant and papers, Mr. Schofield declared: "The fugitive offender is to be returned to Burma under the escort of the witness."

TRAIN DISASTER SEQUEL.

Fifty Coolies Go on
Strike.

WORK TOO STRENUOUS.

It was learned from the Railway authorities this morning that considerable difficulty is being experienced with regard to the removal of the train wreckage between Taipo and Shatin.

Owing to the objections of the Chinese community it is not deemed advisable to burn the debris as it lies, owing to the fact that there are two bodies still in the telescoped carriage.

Owing to the heavy work involved in moving the steelwork and the heavy permanent way sleepers, a gang of 50 coolies struck work this morning, on the ground that the work is too difficult and strenuous.

Bus Service Suspended. Information has been received that owing to the state of the road to Shatin, the bus service between the Star Ferry, Kowloon, and Shatin will be suspended from to-night.

FLIGHT TO ROME.

CAPTAIN HAWKS HAS A
FORCED LANDING.

RESUMES TO-DAY.

Rugby, Yesterday. Captain Frank Hawks, who set out from Heston Aerodrome early to-day to fly to Rome and back in one day, made a forced landing 150 kilometres South of Paris to-night. He was not injured and will complete the flight to-morrow.

He reached Rome about noon, having travelled at an average speed of 174 miles an hour.

Flight to Egypt. One of the Iris flying boats which left Britain on March 24 on a flight to Egypt and back returned to Plymouth to-day. The second boat is still at St. Nazaire.—British Wireless Service.

REBELS KILLED.

SKIRMISH WITH TROOPS IN
HONDURAS.

FEW CASUALTIES.

New York, Yesterday. A message from Tegucigalpa states that 29 rebels were killed in a skirmish between rebels and Government forces on the north coast of Honduras. The Government casualties were slight.—Reuter's American Service.

GIRL GUIDES.

ASTONISHING GROWTH OF THE
MOVEMENT.

INCREASE OF 40,000.

Rugby, Yesterday. Princess Mary, Countess Harewood, at the annual meeting of the Girl Guides' Association at Imperial Headquarters, announced that now there were 560,000 Guides in the British Isles, an increase in a year of 40,000.—British Wireless Service.

NAVAL AGREEMENT

LATEST PROPOSALS BY FRENCH
GOVERNMENT.

HANDED TO BRITAIN.

Rugby, Yesterday. The French Ambassador to-day handed to the British Government a copy of the latest proposals of the French Government regarding the Naval Agreement. These are now being studied. A copy has also been handed to the Italian Government.—British Wireless Service.

EARL OF ATHLONE.

TO STAY AT KENSINGTON
PALACE.

Rugby, Yesterday. The Earl of Athlone, the former Governor-General of South Africa, and Princess Alice, will arrive in London on May 9 and will stay at Kensington Palace.—British Wireless Service.

USE OF MOTOR CARS AT ELECTIONS.

Equal Conditions for
Poor and Rich.

UNUSUAL BILL.

Rugby, Yesterday. The House of Lords to-night rejected by large majorities the two first clauses in the Government's Agricultural Land Utilisation Bill, which provided for the establishment of a Corporation to experiment in large scale farming and demonstration farms.

The House of Commons resumed consideration of the Electoral Reform Bill, which has not been before the House since the defeat of the Government before the recess, on the clause abolishing University representation, and debated the clause prohibiting the use of motor cars on polling day except those placed at the disposal of returning Officers.

The Opposition speakers declared that the provision was unworkable. In reply, the Home Secretary Mr. J. R. Clynes, while not claiming perfect draftsmanship for the clause, said that the Government's objection was to equalise the conditions for poor and rich candidates.—British Wireless Service.

KAILAN MINES.

Fair Treatment For British
Investors.

London, Yesterday. In the House of Commons to-day Mr. Samuel asked what steps Mr. Henderson was taking to see that British interests in the Chinese Kailan Mining Company were fairly treated in relation to transport facilities over the Peking-Mukden Railway.

Mr. Henderson replied that Sir Miles Lampson was in close touch with the Kailan Management. Representations had been made to the Chinese authorities, and he would continue to do his utmost to assist.—Reuter.

STRANGE HAUL.

FENDER PICKED UP IN
FISHING NET.

STORY DISBELIEVED.

Chan Kam, a Chinese boat man, pleaded not guilty at the Kowloon Magistracy this morning when charged with having unlawful possession of a ship's fender in a fishing net.

Sergeant George said that when he approached the sampan in the Police launch, the crew endeavoured to hide it under a heap of sacks.

The defendant admitted covering it with sacks but with no intention of concealing it. This measure was adopted to prevent his children getting wet and dirty by coming into contact with it.

Mr. E. W. Hamilton convicted and imposed a fine of \$25.

RAIN AGAIN.

The Royal Observatory's weather report to-day states: The anti-cyclone is central near Shanghai.

Pressure is low over Indo-China.

Forecast:—East winds, moderate; overcast; some rain.

Rainfall.

Rainfall for 24 hours ended at 10 a.m. to-day—0.11 inch. Rainfall since January 1—12.97 inches against an average of 10.04 inches—surplus 2.93 inches.

Temperature. The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	68
Macao	70
Pratas Island	77
Manila	76
Fogchow	65
Amoy	80
Chefoo	82
Shanghai	52

LEEWARD ISLANDS FINANCES.

Hit By Depression in
Sugar Industry.

COMMISSION APPOINTED.

Rugby, Yesterday. The Secretary of State for the Colonies has, with the concurrence of the Treasury, appointed Sir Sydney Armitage-Smith to undertake a Mission to the Leeward Islands and to Saint Lucia, in the Windward Islands, as Financial Adviser.

He will submit a report on the revenue and expenditure and examine the possibility of improving the financial position of the Colonies in question, the difficulties of which are due mainly to the depression in the sugar industry and the hurricane in Dominica last Summer. He will also, with the Chief Justice of the Leeward Islands, form a Commission about to be appointed to enquire into the recent disturbances in the Carib Reserve in Dominica.—British Wireless Service.

ST. GEORGE'S DAY.

BAND CONCERT CALLED
OFF.

WREATH-LAYING CEREMONY.

To-day being St. George's Day, the annual wreath-laying ceremony at the Cenotaph by the St. George's Society, was observed.

At 11 a.m. Mr. E. Cock, M.B.E., (President), together with Mr. H. B. L. Dowbiggin, (Vice-President) led the way to the Cenotaph, bearing the wreath, which was in the form of the Cross of St. George, encircled by laurels.

Past Presidents of the Society present were the Hon. Mr. C. G. Alabaster, O.B.E., K.C., Lieut.-Col. L. G. Bird, D.S.O., O.B.E., the Hon. Mr. W. E. L. Shenton, and Mr. T. E. Pearce. Committee members included Messrs. C. Bulmer, Johnson, F. J. Sherwell, W. A. Cornell, L. C. F. Bellamy, F. C. Hall, and Aucott, together with Mr. P. S. Cassidy, (Hon. Secretary) and Lieut.-Col. T. A. Robertson.

A China Mail representative was officially informed that the Band Concert arranged for this afternoon on the Hong Kong Cricket Club ground has been definitely cancelled. A special Service men's concert is scheduled for 8.30 this evening in the Lee Theatre, Wanchai.

SLAPPED HIS FACE.

BUTCHER IRRITATED BY
YOUNG CUSTOMER.

Stated to have slapped a boy in the face several times in a Kowloon Market, Li Yee was fined \$5 in the Kowloon Police Court this morning when charged with assault.

It was deposed that the boy went to buy some meat to the value of four cents from defendant's stall, and on being given the meat he said, "That is too tough." The obliging stall-holder changed it for another piece, but even this failed to satisfy his discriminating young customer, who said "No, that will not do." Again the butcher changed it, but upon handing over the third piece he chastised the complainant and tersely told him to get out.

USE OF A BUOY.

CHARGE AGAINST A COXSWAIN
DROPPED.

In the Marine Court this morning, the coxswain of the motor boat Yuen Sang, was charged before the Hon. Comdr. G. F. Hole, R.N., with mooring his craft at a Government buoy without a permit from the Harbour Master.

When the case was called, the Magistrate said that he had gone into the matter in chambers, and had decided that the charge preferred against the defendant was good in law, but it appeared to him that there was no offence as anybody was entitled to moor to a Government buoy. In doing so, however, they were liable to be charged for the use of the buoy. The charge for the use of a "B" buoy was \$12 a day or part of a day.

The defendant was discharged.

MUTINY IN SPANISH WARSHIP.

Trouble Engineered by
Communists.

CREW OVERPOWERED.

Madrid, Yesterday. Rumours of impending trouble in the Fleet at Cartagena culminated with a mutiny of the crews of the warship Cervantes and two destroyers in Cadiz Harbour.

Details are lacking but it is understood that the mutineers were overpowered and taken into custody ashore. It is believed that the mutiny was inspired by Communists.—Reuter.

Ex-King Busy!

Rugby, Yesterday. Ex-King Alfonso, who spent the day in London shopping and paying personal calls, is expected to visit Princess Beatrice at Torquay this week.—British Wireless Service.

JACK DIAMOND.

NOTORIOUS GANGSTER
ALLOWED BAIL.

ASSAULT CHARGE.

Catskills, Yesterday. The notorious Chicago gangster, Jack Diamond, has been bailed out in the sum of \$25,000, on a charge of assaulting a lorry driver named Parks, who is alleged to be in the employment of a rival gang of bootleggers.—Reuter's American Service.

MONEY LEFT.

TESTATORS' DEATHS IN
BRITAIN.

An application for resealing of probate in the estate of Frederick Leonard Pyne has been granted to Mr. M. H. Turner, lawful attorney for the executors. Mr. Pyne died at 3, Fawcett Street, Radcliffe Gardens, Kensington, on August 5, 1930, leaving local estate valued at \$31,700.

Mr. Osman Mahamed Sadick, formerly a clerk employed by the Royal Hong Kong Golf Club, who died at his residence, 81, Lee Garden Street, 3rd floor, left estate valued for probate at \$4,900. Letters of administration have been granted to the widow, Ruby Sadick, otherwise Lau Yuk-wa.

Re-sealing of testamentary testament of the trust disposition and settlement of the estate of Archibald Scott Brown, deceased, has been granted to Mr. H. C. Macnamara, attorney for four executors in Britain. Mr. Brown, who was a marine insurance broker, died on April 14, 1929, at Miyanoshta, Kilmacoll. The estate in Hong Kong is valued at \$2,300, whilst the gross estate in Britain is \$49,559.

SPANISH REPUBLIC.

RECOGNISED BY THE UNITED
STATES OF AMERICA.

Washington, Yesterday. The United States has officially recognised the Spanish Republic.—Reuter's American Service.

Earlier News.

London, Yesterday. All the Governments of the Dominions have fully concurred in the decision officially to recognise the new Government in Spain, announced Mr. Henderson to-day in the House of Commons.—Reuter.

GOLD RECORD.

IN VAULTS OF FEDERAL
RESERVE BANK.

New York, Yesterday. There is more monetary gold in the United States to-day than at any time in its history. The vaults of the Federal Reserve Bank hold about 42 per cent. of all the monetary gold in the world, which is more than twice the amount in France, and seven times the amount in Great Britain.—Reuter's American Service.

AUSTRALIAN BANKS HELD IN CHECK.

Bill to Regulate Rates
of Interest.

BURDEN ON THE COUNTRY.

Canberra, Yesterday. The House of Representatives passed the second reading to-day of the Government's Bill regulating Bank rates of interest, though the actual figure has not been fixed.

Mr. J. Scullin, the Premier, declared that the control of money rates could not be left to private institutions.

The Bill is intended to prevent the Banks acting independently of the Government. The interest represented 25 per cent. of the National income. It was an intolerable burden.

Rush Decreases.

Mr. Scullin announced to-day that the Savings Bank of New South Wales would not open its doors to-morrow.

A message from Sydney shows that the bank has met all demands to-day, and the rush considerably decreased before the usual closing hour.

The chairman of the bank has informed the State Premier, Mr. Lang, that he proposes to keep the bank closed whilst negotiations for a merger are proceeding.

Bank's Offer.

Mr. Scullin announced that Sir Robert Gibson, the chairman of the Commonwealth Bank, had advised Mr. Lang that the bank would assist the New South Wales Savings Bank through the Commonwealth Savings Bank, and so relieve depositors who might be seriously embarrassed by the closing of the State savings bank.

The offer is subject to the approval of the State Government and Parliament.

Restore Confidence.

The Board of the Commonwealth Bank has made the bank's assistance of the New South Wales Savings Bank conditional on the New South Wales Government agreeing to adopt a certain course of action drawn up by the Board.

Messrs. Latham and Lyons have approved of the Commonwealth Bank's action, as likely to restore confidence in the banks throughout Australia.—Reuter.

STOP PRESS

Sydney, Yesterday. The New South Wales Cabinet has decided to introduce and pass through all stages on April 28 a Bill giving effect to proposals for the absorption of the New South Wales State Savings Bank by the Commonwealth Savings Bank.—Reuter.

Madrid, Yesterday.

The reports of a naval mutiny from Cadiz are apparently exaggerated. It now appears that on the arrival of the squadron at Cadiz the sailors went ashore and indulged in noisy Republican demonstrations and tore down the Royal emblems from a number of buildings.

London, Yesterday.

Rear-Admiral F. Rosa—has been appointed Senior Naval Officer on the Yangtze, in succession to Rear-Admiral C. K. McLean, to date from August 23.—Reuter.

New York, Yesterday.

The first movement of gold from France to the United States for four years was made yesterday with the shipment of \$3,500,000 in the liner Paris. Simultaneously it was announced that two further shipments totalling \$18,000,000 had been arranged. The shipments are the result of the recent decrease in transport costs from Havre to New York.—Reuter's American Service.

Commerce and Finance.

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BRANCHES:—Bandjermasin, Bandong, Bombay,
Batavia, Calcutta, Cebu, Djember, Hongkong,
Kobe, London, The Hague, Hankow, Kobe,
Kobe-Roads, Makassar, Medan, Padang,
Palembang, Pelalungon, Penang,
Ponakan, Sourabaya, Rotterdam,
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Reserve Fund 1,100,000

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SILVER SLUMP AGAIN!

The Chairman was supported by the following members of the General Committee:—Mr. T. H. R. Shaw (Vice-Chairman), the Hon. Mr. J. Owen Hughes, the Hon. Mr. J. J. Paterson, Messrs. W. H. Bell, V. M. Grayburn, Paul Lauder, T. E. Pearce, M. St. J. Walsh and J. P. Warren with the following co-opted members: the Hon. Mr. W. E. L. Shenton and Lt. Comdr. H. S. Sqaunce, R.N., with the Secretary (Mr. M. F. Kev).

recovering to the level of former years. I join with Mr. Plummer his speech delivered at the annual meeting of the Hong Kong & Shanghai Banking Corporation welcoming the prospect of restoration of peace in China, which, if it continues, will tend to increase value of silver.

Import of Foreign Goods.

While conditions remain as present, the import of foreign goods into China must inevitably severely handicapped. Unfortunately

The difficulties under which we labour are no less acute now than when they were examined at some length by the Chairman at the annual meeting of the Chamber in March last year. If they are to be judged entirely by the level of exchange, they are, in fact, of greater perplexity. The downward trend of silver referred to last year developed much as was anticipated, and the exchange rate of the dollar, which at the end of March, 1930, stood at 1/6, now stands at under 1/8. It appears that the imports of the Colony, expressed in sterling, were valued at (in round figures) £22 millions as compared with £53 millions in the corresponding period of 1924. The share of the United Kingdom fell from seven and a half million to two and three-quarter million pounds. Exports were valued at £23 millions as compared with £45 millions in the early period. It should be mentioned that the foregoing figures can only be taken to convey a general impression.

The conclusions of the Currency Committee appointed by the local Government have been made public and accord in general with the opinion of your Committee on the points submitted. I will refer only to two of the points considered by that Committee.

Premium on Paper Dollar.

The first was the premium on the paper dollar. This was generally condemned as harmful to the trade of the Colony, and although no immediately practicable means of abolishing it were apparent, the opinion was expressed that under

of the situation, as in certain respects the statistics for the periods are not strictly comparable.

Increased Value.

Now that the revised Statistical Department has been in existence for more than twelve months, information accumulated becomes of increased value, and I take the opportunity of emphasising the part made by my predecessor in the chair that business firms will to it that their staffs fill in forms promptly and intelligently that returns, when totalled at end of a period, are at least approximately correct and

the prudent policy being pursued by the note-issuing banks, the premium would disappear in time. As a fact it has now disappeared, and although some of the evils rather freely attributed to it still remain with us, we may, I think, now derive some modified consolation from the fact that our dollar, though it be poor, is at any rate honest.

The second point considered by the Currency Committee was the alarming influx of silver dollars as a result of the premium on notes. The problem of their ultimate disposal appears now somewhat less complex, and it would seem very unlikely that further imports will be made, we may hope with more confidence that this disturbing factor will be gradually eliminated.

with earlier figures.

British Trade Promotion.

Although business dealings here are international in scope, in the British Colony we naturally take special interest in the promotion of British trade. Your Committee, therefore, welcomed the opportunity of doing all in its power to assist the Economic Mission which recently visited the Far East. Apparently the members realised that if Lancashire is to continue to participate in the China trade her prices will have to come into line with her competitors. That necessity has been pressed from this side very forcibly over a long period.

Other points, principally with reference to distribution, have already been raised.

Gold Standard.
The question of this Colony going on a gold standard has been much discussed, and your Committee has recorded its opinion that the change is inadvisable. It will remain on a silver standard. You will be expected here to enter largely into the considerations

that have influenced that opinion. I will only say that the Chamber welcomes, with much satisfaction the Currency Mission that has recently arrived from Home to examine the whole question, following the recommendation of the Currency Committee. The result of its deliberations will be awaited with great interest, and its members may be assured of the full co-operation of this Chamber in all matters concerning which it may be of assistance.

All that can safely be said of the immediate future of exchange is that a continuance of low rates appears likely and that it would seem

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Overland China Mail.
A WHOLE WEEK'S NEWSPAPERS IN ONE

Possibly the worst train disaster ever known in the Colony occurred during the week when a local train from Shumchun plunged thirty feet from the rails at a place between Taipo and Shatin, where torrential rains had undermined and washed away the banking. At least eleven deaths, with many injuries, resulted, and agonising scenes were witnessed when rescue parties endeavoured to free the victims, who were trapped in the wreckage. It is reported that 13 inches of rain fell in the district in 48 hours. The *OVERLAND CHINA MAIL* contains a full and graphic account by eye-witnesses of the rescue scenes.

Sharp sentences were dealt out at the April Assizes in the case of two Chinese who were caught counterfeiting American silver dollars near Shaukiwan. The OVERLAND CHINA MAIL gives a detailed account of the trial.

* * *

The annual meeting of the Hong Kong and Shanghai Hotels was notable for an urgent plea by a shareholder that a stabilised currency be adopted in the Colony. Another shareholder urged that the company get rid of their "outside" holdings and concentrate entirely upon business in Hong Kong. The *OVERLAND CHINA MAIL*, which contains a complete report, also records the Chairman's statement as to the increased popularity of the company's buses, together with his outline of possibly future activities.

A daring attack by many pirate junks upon the stranded s.s. Limchow, at Poshim Pagoda, Hainan Strait, necessitated an urgent call for protection from the salvage tug standing by. A British destroyer was at once despatched to the scene. The pirates had looted and set fire to the abandoned ship, which is thought to have had valuable cargo aboard. The OVERLAND CHINA MAIL carries full details.

A gratifying report to shareholders of the Hong Kong Engineering and Construction Company was made at the annual meeting when it was announced that it was the first time since the company's inception in 1922 that the Trading Account had shown a profit. In spite of increased competition, it was hoped to maintain the improvement. The meeting is reported in the OYERLAND CHINA MAIL.

* * *

There is no phase of the life of the Colony or of China that does not receive attention in the *OVERLAND CHINA MAIL* — the weekly paper that **YOU MUST ORDER NOW.**

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folk at Home, should have an unflinching supply of Hong Kong and Chinese news every week by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at the cost only of \$1.75 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains the news and special features from the daily "China Mail" that make a studied appeal to people with any interest whatever in Hong Kong and news, letters, translations, etc.,

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that have influenced that opinion. I will only say that the Chamber welcomes, with much satisfaction the Currency Mission that has recently arrived from Home to examine the whole question, following the recommendation of the Currency Committee. The result of its deliberations will be awaited with great interest, and its members may be assured of the full co-operation of this Chamber in all matters concerning which it may be of assistance.

All that can safely be said of the immediate future of exchange is that a continuance of low rates appears likely and that it would seem

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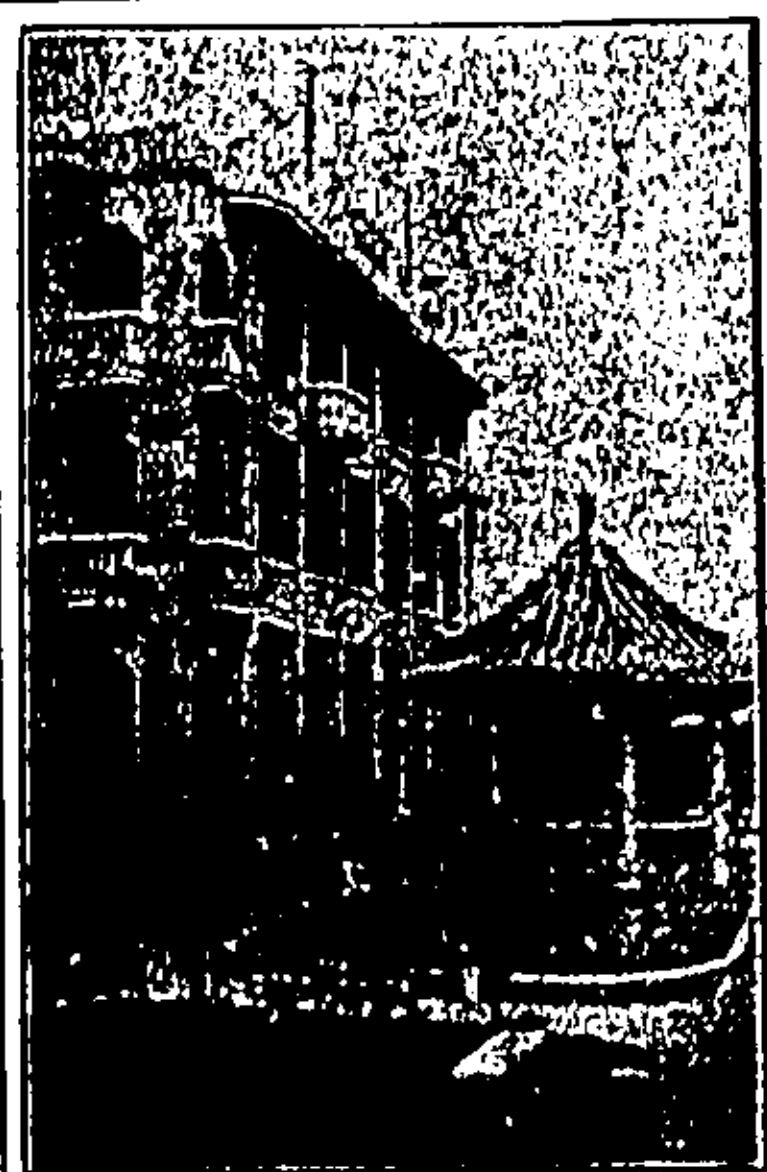
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THE Undersigned have received instructions from Mr. John S. Smith, the proprietor of the Station Hotel, to sell by Public Auction,

ON
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SATURDAY,

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Hong Kong, April 13, 1931.

THE Undersigned have received

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Auction,

ON

MONDAY, April 27, 1931,

commencing at 10.30 a.m.,

at No. 4, Humphrey's Building,

Kowloon.

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FURNITURE.**

On View from Sunday, April 26,

1931.

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LAMMERT BROS.

Auctioneers.

Hong Kong, April 21, 1931.

THE Undersigned have received

instructions to sell by Public

Auction

ON

TUESDAY, April 28, 1931,

commencing at 10.30 a.m.,

at No. 39, Humphrey's Building

(Kowloon).

A Quantity of

**VALUABLE HOUSEHOLD
FURNITURE.**

On View from Monday, April 27,

1931.

Terms:—Cash on Delivery.

LAMMERT BROS.

Auctioneers.

Hong Kong, April 21, 1931.

THE Undersigned have received

instructions to sell by Public

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ON

WEDNESDAY, April 29, 1931,

commencing at 10.30 a.m.,

at No. 5A, Luna Buildings.

A Quantity of

**VALUABLE HOUSEHOLD
FURNITURE.**

On View from Tuesday, April 28,

1931.

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LAMMERT BROS.

Auctioneers.

Hong Kong, April 21, 1931.

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GIGOLO.****"THE BOUDOIR DIPLOMAT."**

This is a quasi-Ruritanian affair which involves the usual treaty between neighbouring States, an obstinate War Minister, his attractive and flirtatious wife—and a handsome hero who uses his talents as a gigolo for his country's sake. He had unfortunately just retired from a large private practice after meeting the "only girl," and it took the strains of the Montevideo National Anthem to overcome his conscientious scruples.

However, all ends well, with the treaty signed, and the quondam gigolo married and an Ambassador. In the meantime he has had an exciting time when beset by lady callers and their husbands, in rotation, only a handy cupboard and a side entrance saving the day—or afternoon. This scene, although not new, is the best in the film, Ian Keith playing convincingly, after opening rather woodenly.

Mary Duncan, however, takes acting honours. She is vivacious, has an attractive appearance, and talks as well as she acts. Not all our talkie beauties can say this. Lawrence Grant also gives a sound performance as a conventional celluloid Ambassador. Betty Compson has had better parts.

The producers have fallen between the stools of light comedy and farce, as producers are wont to do. The "big" scene is broad, and good, farce. The rest is moderate comedy, with floods of talk from first to last flicker. This is indeed a "talkie!" Nor is the action sufficiently rapid, although one imagines that a talkie, being still a "movie," ought to move. Lengthy dialogue should be reserved for the spoken stage.

The rest of the programme in the Central Theatre includes Benny Rubin in an absurdity, which includes the inevitable tap dance, and Slim Summerville in a comedy "Hello Russia," which has some funny moments.

—TENNER.

"WHOOPEE."

The shadow of prison bars and life sentences lies behind the glamorous beauty of the costumes of "Whoopie," the Samuel Goldwyn-Florenz Ziegfeld musical sensation, starring Eddie Cantor, which is showing in the Queen's Theatre.

For the beads and bead work of the elaborate garments worn by the ensembles in "Whoopie" were all made by the convicts in the Arizona State Penitentiary on a specially arranged contract between the Samuel Goldwyn studios and the State of Arizona. The prisoners are paid individually for their work and the money is laid away by the State to give them a new start in life when their sentences are served out.

"TOM SAWYER."

Hundreds of children, and hundreds more who used to be children, will be thrilled to the oft-told but deathless adventures of Tom and Huck, Becky and Aunt Polly, Injun Joe and Muff Potter, commencing to-day in the King's Theatre, when Mark Twain's classic of childhood, is to be screened.

"Tom Sawyer" is the kind of material that the talking screen was made for. And in the hands of such capable young players as Jackie Coogan, Mitzel Green, and Junior Durkin, it is well nigh the greatest story ever told in audible celluloid. The production is faithful to the letter. Every whit of Mark Twain's original is beautiful and impressively translated to the screen. The only picture that ever approached it for sheer magnificence of direction, production, and acting is "Peter Pan"—but "Peter Pan" was a silent picture.

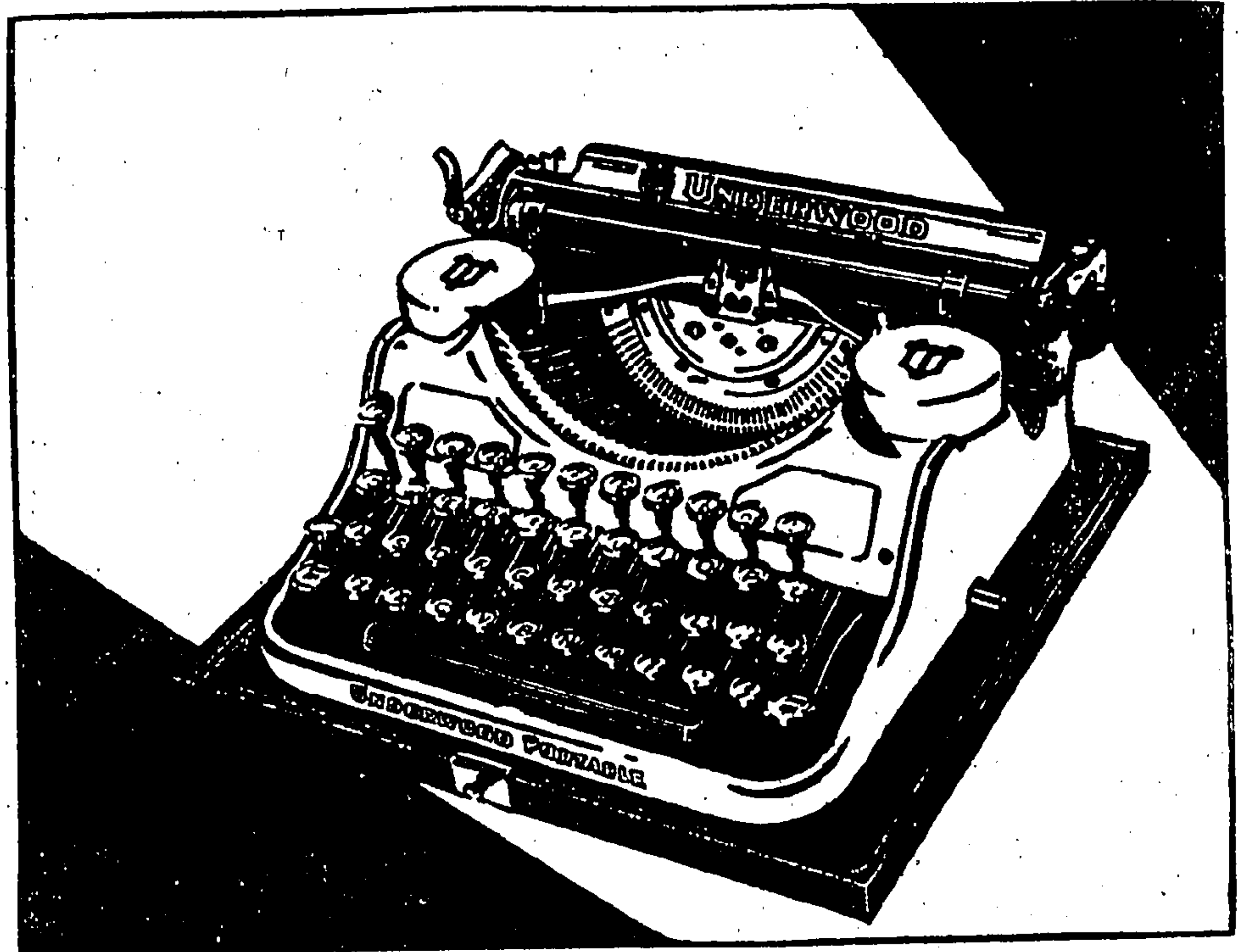
"Tom Sawyer" is, and perhaps will remain, the talk of the talkie age for some time to come. If you fail to see it you will be missing one of the most enjoyable things that our present day life has to offer. Bring the kiddies just as an excuse to see it yourself.

"BILLY THE KID."

It is a strange coincidence that on the same day King Vidor was filming his biggest scene in the historic western story, "Billy the Kid," at Metro-Goldwyn-Mayer, the last surviving member of the posse which captured the real Billy at Stinking Springs, New Mexico, died at Douglas, Arizona.

Jim East, Sheriff Pat Garrett and two others captured Billy Bonney and returned him to Lincoln. This incident is recreated in Vidor's talking picture; also "The Kid's" subsequent sensational escape from jail, and the melodramatic three days siege of the McSweeney home at Lincoln. John Mack Brown plays Billy and Wallace Beery is Sheriff Pat Garrett. The picture will open on Sunday in the Queen's Theatre.

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CHICHIBU MARU	Wednesday, 29th April.
TATSUTA MARU	Wednesday, 29th April.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	Tuesday, 2nd June.
HIYE MARU	Tuesday, 2nd June.
HEIAN MARU	Tuesday, 30th June.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 2nd May.
TERUKUNI MARU	Saturday, 2nd May.
HAUSAN MARU	Saturday, 16th May.
SYDNEY & MELBOURNE via Manila & Ports.	Saturday, 25th April.
KANO MARU	Saturday, 25th April.
KITANO MARU	Saturday, 23rd May.
BOMBAY via Singapore, Penang, & Colombo.	Monday, 27th April.
† TOTTORI MARU	Monday, 27th April.
† YAMAGATA MARU	Thursday, 30th April.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	Saturday, 23rd May.
RAKUYO MARU	Saturday, 23rd May.
NEW YORK, BOSTON via Panama.	Saturday, 2nd May.
† TSUYAMA MARU	Saturday, 2nd May.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.	Friday, 15th May.
† YOKOYAMA MARU	Friday, 15th May.
CALCUTTA via Singapore, Penang & Rangoon.	Wednesday, 29th April.
† AKITA MARU	Wednesday, 29th April.
† NAGATO MARU	Friday, 8th May.
SHANGHAI, KOBE & YOKOHAMA.	Sunday, 26th April.
† DAKAR MARU	Sunday, 26th April.
† PENANG MARU (Mojit direct)	Wednesday, 29th April.
KAGA MARU	Wednesday, 29th April.
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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	London Maru	Tues., 29th May
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Santos Maru	Mon., 27th Apr.
BOMBAY via Singapore, Penang & Colombo.	Shunko Maru	Mon., 4th May
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA via Singapore & Colombo.	Mexico Maru	Tues., 5th May
MELBOURNE via Manila, Brisbane & Sydney.	Melbourne Maru	Wed., 6th May
CALCUTTA via Singapore, Belawan, Deli & Rangoon.	Seattle Maru	Sat., 2nd May
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Japan Ports.	Kinai Maru	Mon., 1st June
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Madras Maru	Sat., 9th May
JAPAN PORTS (Freight Service).	Menado Maru	Thurs., 30th Apr.
HAIPHONG via Hoihow & Pakhoi (Fortnightly).	Canton Maru	Sun., 20th Apr.
KEELUNG via Swatow & Amoy (3 p.m. every Sunday).	Deli Maru	Fri., 24th Apr.
TAKAO via Swatow & Amoy (Fortnightly).		

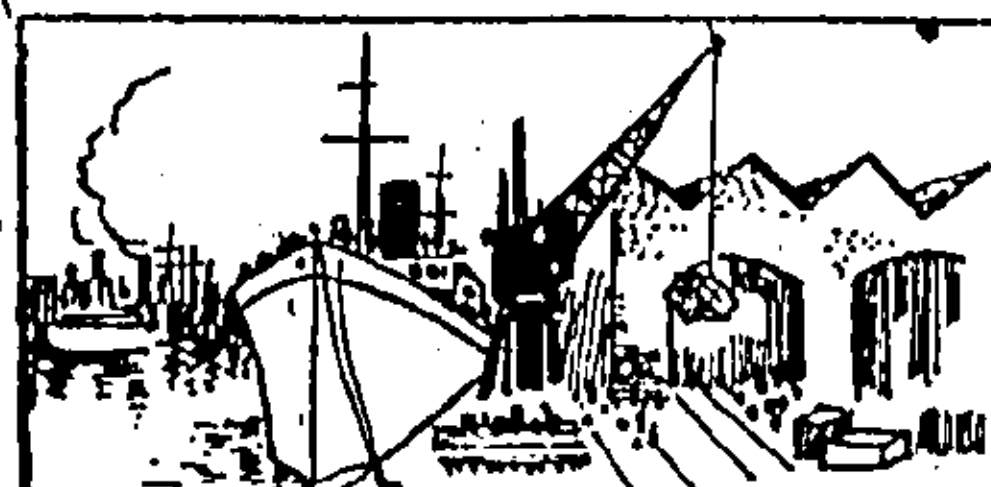
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Shipping Intelligence

LOSS OF HIGHLAND HOPE.

Court Strictures on Two Officers.

CAPTAIN TOO OLD.

Judgment on the Board of Trade Inquiry into the loss of the Nelson liner Highland Hope, wrecked on the Farilhoes Rocks, off Portugal, on November 19 last, has been given. The Master, Captain T. J. Jones, who is 75, was found "in grave default," and his certificate was suspended for six months. Comment was also made on two other officers.

The President of the Court was Mr. J. H. Harris, the Metropolitan Police Magistrate.

The Court found that the stranding and loss of the ship were due to the failure of Captain T. J. Jones to navigate the ship with proper and seamanlike care, in that he set the course from an indefinite point of departure which, if maintained, was calculated to bring the ship into dangerous proximity to the Farilhoes; that he failed to alter course, or to use means at his disposal by soundings or otherwise when the ship ran into fog; and that he failed to reduce speed when the ship was enveloped in fog.

The second officer, Mr. Herbert Robert Welsh, was considered to be remiss in his duties, especially in not reporting to the Master that a position had been obtained by a bearing on the Leixoes Light by the third officer.

The Court severely reprimanded the Chief Officer, Mr. Horace Hugh Thomas, for concealing the fact that he had brought the deck scrap log ashore, whereby the duration and expense of the inquiry were much increased, and for his conduct in subsequently destroying this log, whereby the Court was greatly hampered in its investigation. The Chief Officer was ordered to pay £10 on account of the expenses of the investigation.

Officer Commended.
The Court added that the work of disembarking the passengers after the stranding was carried out by all concerned under the supervision of the chief officer with great skill and promptitude in circumstances of great difficulty, and desired specially to commend the fourth officer, Mr. Gerald Joseph Parry, for his courage and resource in dealing with the situation created by an accident to lifeboat No. 9.

The Court considered that the owners could not be absolved from all blame, in that they employed as Master a man whose age was such that he could not reasonably be expected to withstand the mental and physical strain involved in commanding a large and fast passenger vessel.

In an annex to the President's statement that the Court considered the navigation of the Highland Hope by her Master from the time she ran into fog until she struck was of an utterly imprudent and unseamanlike character. When the fog became dense, speed should have been at once reduced and a line of soundings taken, seeing that the vessel was approaching dangerous rocks which, to the Master's knowledge, were without light and fog signals.

It seemed inexplicable that he should not have taken the elementary precaution of hauling the vessel out to the West as soon as she ran into fog, or of reducing speed and using the lead.

Missing Log.
In reference to the Chief Officer's statement that he threw the deck scrap log into the Bay of Biscay, the Court considered that it was far more probable that he brought it home. Evidently he retained the documents for some time without disclosing the fact that he brought them off the ship.

The Court did not accept the statement that he destroyed the log on the ground that he would go into trouble for using the scrap log instead of a slate. They found that there was no such rule that only slates should be used, and the explanation, in any case, was quite insufficient to explain the destruction of such an important document. His conduct was most reprehensible, and the Court could find no extenuation for it except the possible mistaken sense of loyalty to others. The President thought that both the Third and Fourth Officers should be allowed £50 towards their costs.

The Highland Hope left London with 152 passengers bound for Vigo, Lisbon, and South American ports, and had picked up 233 Spanish emigrants at Vigo, when she stranded. All on board were saved with the exception of one Spanish emigrant, who died from injuries received in jumping from the liner into a boat. The vessel was built in 1929-30, and the total insurance carried amounted to about a million pounds.

Captain Jones's Future
Captain Jones stated in an interview: "I do not wish in any way to discuss the findings of the Court. I have been tried and the Court has pronounced its verdict. I leave it to the public. I have been at sea for many years, and I have lost only one life. I do not think I can add anything to that."

"In a sense I am glad that it is all over. The last three months have been a severe strain. Whether I shall go to sea or not when my six months' suspension is up rests with the owners of the Nelson Line."

Captain Jones holds a gold medal awarded by the United States for saving life during a gale in the Atlantic.

ARRIVALS OF SHIPS.

Tuesday, April 21.
Chipshing, British str., 1,199 tons, Capt. D. S. Pethick, from Weihai-wei, buoy No. B2.—J. M. & Co.
Sirdhana, British str., 4,835 tons, Capt. R. C. Brown, from Singapore, Kowloon Wharf.—M. & Co.

Wednesday, April 22.
Burgeland, German str., 4,321 tons, Captain Detsenick, from Shanghai, buoy No. A9.—Jensen & Co.
Canton Maru, Japanese str., 1,647 tons, Capt. Y. Iwasaki, from Swatow, O. S. K. Wharf.—O.S.K.
Empress of Canada, British str., 12,811 tons, Capt. A. J. Hailey, from Manila, Kowloon Wharf.—C.P.S.
Golden Mountain, American str., 3,729 tons, Capt. H. B. Hansen, from Takao, Stonecutters Anchorage.—States S.S. Co.
Graciosa, Norwegian str., 1,775 tons, Capt. A. Markussen, from

Saigon, buoy No. C5.—Thoresen & Co.
Hai Hing, Norwegian str., 1,445 tons, Capt. O. S. Olsen, from Swatow, buoy No. C4.—Thoresen & Co.

Haiyang, British str., 1,363 tons, Capt. Erwin, from Swatow, Douglas Wharf.—Douglas S.S. Co.
Helikon, British str., 1,220 tons, Capt. W. Anderson, from Saigon, buoy No. C1.—Wo Fat Sing.

Hydrangea, British str., 561 tons, Captain P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.

Kingyuan, British str., 1,456 tons, Capt. J. D. Whyte, from Hoihow, buoy No. B9.—B. & S.

Pong Tong, British str., 1,001 tons, Capt. R. E. Freckleton, from Saigon, buoy No. B19.—Yuen Sing Fat.

Roku Maru, Japanese str., 2,012 tons, Captain K. Okubo, from Newchwang, Yaumati Anchorage.—D.K.K.

Ronsan Maru, Japanese str., 1,556 tons, Capt. H. Fukuhara, from Newchwang, Yaumati Anchorage.—D.K.K.

Tacoma Maru, Japanese str., 3,642 tons, Captain H. Kanage, from Singapore, Kowloon Wharf.—O.S.K.

Tjisaroea, Dutch str., 4,394 tons, Capt. F. P. Schattenburg, from Manila, buoy No. A2.—J.C.J.L.

Tokuwa Maru, Japanese str., 4,281 tons, Capt. H. Itani, from Singapore, Kowloon Wharf.—N.Y.K.

Van Heulez, Dutch str., 2,749 tons, Captain Blits, from Swatow, buoy No. A15.—J.C.J.L.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—
Bruce—North wall.
Hermes—In Dock.
Marazion—No. 13 buoy.
Moorhen—North wall.
Odin—East wall.
Osiris—North arm.
Oswald—East wall.
Otus—East wall.
Perseus—North arm.
Poseidon—North arm.
Sandwich—South wall.
Somme—South wall.
Sterling—North wall.
Thracian—No. 7 buoy.
Foreign Man-of-War.
Helena—American gunboat.

POST OFFICE NOTICE.

INWARD MAILS.

THURSDAY, APRIL 23.

Shanghai and Amoy
Europe via Suez (Letters and Papers, London, Mar. 26 and Parcels, Mar. 19) ... Comorin
FRIDAY, APRIL 24.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, April 2) and Europe via Siberia (London, April 6) ... Chichibu Maru
Japan, Shanghai and Europe via Siberia (London, April 4) ... Rajputana
U.S.A., Canada, Japan & Shanghai (Seattle, April 4) ... President Lincoln
Japan ... Kamo Maru
SATURDAY, APRIL 25.
Shanghai and Swatow ... Sui Yang
Calcutta and Straits ... Sui Sang
SUNDAY, APRIL 26.
Shanghai and Amoy ... Tijabadak
Straits ... Alipore

OUTWARD MAILS.

THURSDAY, APRIL 23.

Amoy ... Tai Yuan ... 3.30 p.m.
Samshui and Wuchow ... Kong So ... 4 p.m.
Amoy ... Tjisaroea ... 4.30 p.m.
Amoy and Japan ... Sirdhana ... 5 p.m.
FRIDAY, APRIL 24.
Shanghai, Japan and Europe via Siberia ... Comorin ... 8.30 a.m.
Siberia ... Deli Maru ... 10.30 a.m.
Hoihow, Pakhoi & Hoihow ... Klungchow ... 10.30 a.m.
Swatow, Amoy and Foochow ... Hai Yang ... 1 p.m.
Amoy ... Sui Sang ... 5 p.m.
Rajputana (Due Marseilles, May 22.)
G.P.O.
Parcels ... Apr. 24, 4.30 p.m.
Registration ... Apr. 25, 9 a.m.
Letters ... Apr. 25, 10 a.m.
Shanghai, Japan, Honolulu, Canada, U.S.A., C. & S. America and Europe via Vancouver, B.C. ...
Foochow via Swatow ...
Manila, Australia & New Zealand via Thursday Island ...
Empress of Canada (Due Vancouver, B.C., May 14 and Europe via Siberia.)
Parcels ... Apr. 24, 5 p.m.
Registration ... Apr. 25, 9.15 a.m.
Letters ... Apr. 25, 10 a.m.
Chip Shing ... 5 p.m.
SATURDAY, APRIL 25.
Kamo Maru (Due Thursday Island, May 8.)
Registration ... Apr. 25, 8.45 a.m.
Letters ... Apr. 25, 9.30 a.m.
SUNDAY, APRIL 26.
Bangkok via Swatow ...
Swatow, Amoy & Formosa ...
Kwangtung ... 9 a.m.
Canton Maru ... 9 a.m.

*Superscribed correspondence only.

CANADIAN PACIFIC

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will call at Honolulu during May, June and July, making the voyage Hong Kong to Victoria and Vancouver in 18 days.

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Hong Kong 5.30 p.m. Wuchow 2 p.m.

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(1,068 tons—Capt. Trot.)

APRIL

FRI. 24th THURS. 30th

S.S. "TAI MING"

(649 tons—Capt. W. H. Lawton.)

TUES. 28th APRIL

For information apply to—

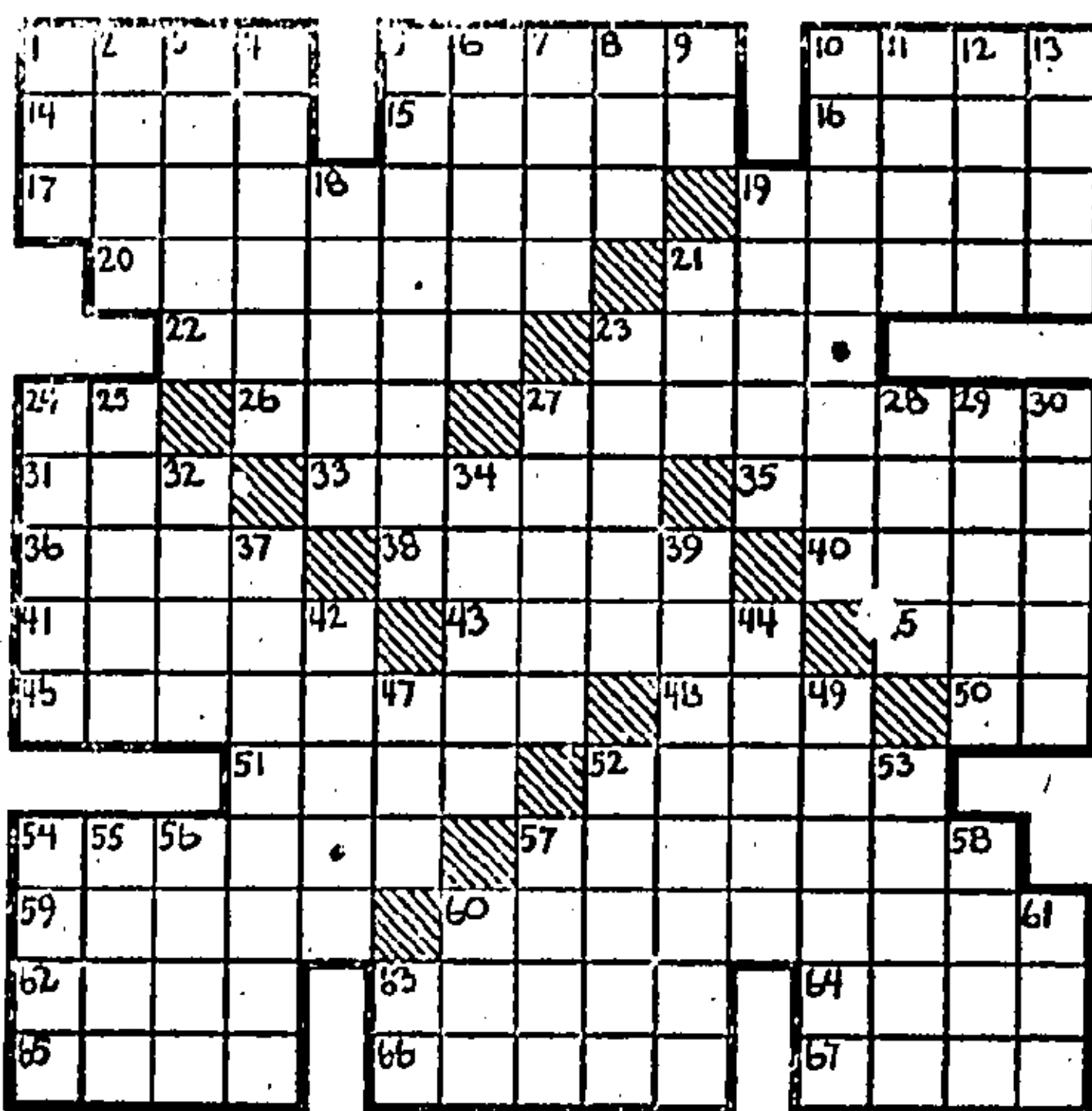
SANG WO Co., Ltd.

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Phone 20893.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

1-Unbleached
5-Postpone
10-Small portions
14-Digit (pl.)
15-Happening
16-A great lake
17-Pertaining to the United States
18-Thwart
20-Continued stories
21-More frigid
22-Temporary dwelling
23-Metal-bearing vein
24-Prefix, Two
25-Brazilian coin
27-The act of binding
31-Terminate
33-Pillar
35-Small finch
36-Repented
38-Athletic contests
40-Courage
41-Avarice
42-Musical interval—an octave and a third
46-Constellation
48-Consumes
50-Point of compass (abbr.)
51-A metal

HORIZONTAL (Cont.)

52-Comrades
54-Hasty
57-Innigates
58-Log joint (pl.)
59-Amusement
62-A Roman public road
63-Put off
64-Feminine name
65-Seed covers
66-Shepherd's pipe (pl.)
67-Short distance
1-And so forth (Latin abbr.)
2-Ultra the notes of a dove
3-Rent again
4-Ons who charges excessive interest
6-Disputing
8-Amotions
7-Grassy meadows
8-Girl's name
9-Yukon Territory (abbr.)
10-Partially empties
11-Dry
12-Salsa with the teeth
13-Soothsayer

VERTICAL (Cont.)

19-Burrows
19-Summer drink (pl.)
21-Gear-wheel
23-Represent as similar
24-Masses of ice
25-Harden
27-Crippled
28-European mountain system
29-Fruit skins
30-Bottom income upon
32-Horned ruminant
34-Consumed
37-Those who ridicule
39-Vessels propelled by steam
42-Ventures
44-One who detests
47-Unit of weight
48-Verb forms
52-Impelled
53-Support
54-Omit
55-75 (Poet.)
56-Act
57-Musical instrument
58-Bottom of foot
59-Scotch river
61-Short sleep
63-Doctor (abbr.)

(The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.)

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
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PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons.	From Hong Kong About	Destination.
RAJPUTANA	16,568	25th Apr. Nomb	Marseilles & London.
*SUODAN	—	2nd May	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KIDDERPORE	5,334	5th May	Srinagar, Colombo & Bombay.
*KALYAN	9,144	9th May	Mars. L'don, Hull, R'dam & A'werp.
*COMORIN	15,132	23rd May	Bombay, Marseilles & London.
*BURDWAN	—	30th May	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KASHMIR	8,985	6th June	Mars. L'don, Hull, R'dam & A'werp.
*RANPURA	16,601	20th June	Bombay, Marseilles & London.
*KASHGAR	9,005	4th July	Marseilles, L'don, R'dam & A'werp.
*RAWALPINDI	16,610	18th July	Bombay, Marseilles & London.
*PERIM	7,745	25th July	Marseilles & London.
*KHYBER	9,114	1st Aug.	Marseilles, L'don, R'dam & A'werp.
*SOMALI	—	4th Aug.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAJPUTANA	16,568	15th Aug.	Bombay, Marseilles & London.
*KARMALA	9,128	29th Aug.	Marseilles & London.
*CATHAY	15,121	12th Sept.	Bombay, Marseilles & London.
*SUODAN	—	19th Sept.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KALYAN	9,144	26th Sept.	Marseilles & London.

* Cargo only. † Calls Calcutta. ‡ Calls Karachi.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Redifail Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TAKADA	6,940	5th May	Singapore, Penang & Calcutta.
SIRDHANA	7,745	13th May	Singapore, Penang & Calcutta.
TILAWA	10,006	27th May	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

NELLORE	6,853	1st May	Manila, Rabaul, Brisbane, Sydney
TANDA	9,850	8th May	& Melbourne.
ST. ALBANS	4,504	1st July	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

SIRDHANA	7,745	24th Apr.	Amoy, Moji, Kobe & Osaka.
COMORIN	15,132	24th Apr.	Shanghai, Kobe & Yokohama.
*ALIPORE	5,273	27th Apr.	Moji & Kobe.
TILAWA	10,000	8th May	Amoy, S'hai, Moji, Kobe & Osaka.
KASHMIR	8,985	8th May	Shanghai, Moji, Kobe & Yokohama.
TANDA	9,850	8th May	Shanghai, Moji, Kobe, Osaka & Y'hama.
RANPURA	16,601	22nd May	Shanghai, Kobe & Yokohama.
SANTHIA	7,754	24th May	Amoy, Moji, Kobe & Osaka.
KASHGAR	9,005	5th June	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	5th June	S'hai, Moji, Kobe, Osaka & Y'hama.
*PERIM	7,745	10th June	Shanghai, Kobe & Yokohama.
RAWALPINDI	16,610	19th June	Shanghai, Kobe & Yokohama.
*SOMALI	—	27th June	Shanghai, Kobe & Yokohama.
*KHYBER	9,114	8th July	Shanghai, Moji, Kobe & Yokohama.
NELLORE	6,853	8th July	S'hai, Moji, Kobe, Osaka & Y'hama.
RAJPUTANA	16,568	17th July	Shanghai, Kobe & Yokohama.
KARMALA	9,128	31st July	Shanghai, Moji, Kobe & Yokohama.
*NANKIN	7,053	1st Aug.	Shanghai, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

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COAL VS. OIL IN NAVY.

British Dependence on
Foreign Fuel.

In drawing attention to the
anxiety that is manifesting itself
in high quarters concerning
what has become, in sober truth,
our "peril on the seas," I have
studiously avoided sensationalism.
The facts, however, are
sufficiently grave, and speak for
themselves, writes the Naval
Correspondent of the London
Morning Post.

The Army and Air Force, a
third of the Royal Merchant Marine,
and a growing volume of
transport and industry are dependent
on foreign fuel, which
can be intercepted at its source.
This is a fact—no matter how
distasteful.

It is also a fact that the Navy
is in a similar plight.

If we refuse to face the possibility
of the cutting off of supplies
at their source, then the need
for strengthening the Navy,
rather than reducing it, is clear,
because the Navy now has more
than doubled responsibilities in
defending oil as well as food.

But an increase in the Navy
accentuates our dependence on
foreign supplies, and so the vicious
circle goes on, expanding, but
never breaking.

As to whether further research
and the development of
pulverised coal may eventually
ease the position, I need not now
consider. These projects can be
decided only in an uncertain
future.

In advocating a return to the
use of British coal in the Royal
Navy, I have been careful to emphasise
that such a return must
be gradual. In new construction in
the coming years we are free
agents, but in regard to the existing
fleet, we are bound emphatically
by the Naval Treaty.

A Comparison.

The Emperor of India is a coal-
burning battleship of 25,000
tons, mounting a main armament
of ten 13.5-inch guns. Her horse-
power is 29,000. The Royal Oak
is an oil-burning battleship of
25,750 tons, mounting a main
armament of eight 15-inch guns.
Her horse-power is 40,000.

Thus, with the negligible additional
tonnage of 750 and with an
increased horsepower of no less
than 11,000, this oil-burning
vessel carries a much reduced
armament and has, in theory,
though not normally in practice,
an additional speed of one knot.

The Tiger, 17½ years old,
mounting eight 13.5-inch guns,
against the six 15-inch guns of
Ropulse, has recently achieved a
speed of 28½ knots, a speed
little, if at all, inferior to
the speed of her oil-burning
sister Ropulse.

The five coal-burners mount 48
13.5-inch guns as against 36 15-
inch guns mounted in the oil-
burners, and these 13.5-inch guns
are generally considered by gun-
nery officers to be the finest artillery
in the Navy. Indeed, the 13.5
inch gun is probably, on
balance, the ideal gun.

It can hardly be doubted that
the Admiralty have felt compelled
to scrap our five remaining
coal-burners to achieve the saving
of a few stokers.

It is also relevant to point out
that in scrapping these coal-
burning vessels in preference to
their oil-burning sisters, at least
1,000 additional miners will
swell the army of unemployed.

In short, when all debatable
technical points have been con-
sidered, and when we have ac-
cepted, if we must, the considerable
addition to the toll of un-
employed, is it right that Britain
should be unable to move the
propeller of a single unit of her
sole Insurance Policy, the Navy,
without the necessity of having
to rely on a foreign nation for
the means?

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Sundays excepted.

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Tel. 26061.

PASSENGER LISTS.

ARRIVALS.

Per the R.M.S. Empress of
Canada, April 22:—

F. Bayot, S. R. Waller, Miss
Rose Mann, H. A. Keller, J. H.
Rummell, Miss Matthews, Rev.
J. A. Fisher, Rev. D. G. Tiernan,
Mr. and Mrs. J. and Miss V.
Guevan, Mr. and Mrs. E. Dowson,
Mr. and Mrs. A. C. Glinister, Mr.
and Mrs. D. J. Valentine, Mr. and
Mrs. F. D. Tracy, Mr. J. W.
Tracy, Miss H. J. Tracy, Mr. and
Mrs. T. Miranda, Mrs. A. J. L.
T. and E. and Misses R. M. del
and P. Miranda, Mrs. J. Miller, A.
Salarn, C. Baltanar, Pedro Fra-
gante.

DEPARTURES.

Per s.s. President Jefferson on
April 19:—

Fred W. Aston, John Brucher,
Harry Catlin, Miss Dorothy Cotton,
Mrs. Lillian S. Curley, Mrs. J. S.
Graft, Robert McIntyre, Mrs. O. R.
Smith, Master Stanley Smith, R. C.
A. Numberg, Mr. and Mrs. Alger,
Misses Ann and Barbara Alger,
Master Maurice Alger, August
Brown, Jr., C. F. Edmunds, Mrs.
Gertrude Grevara, Master Pedro
Guevara, Mr. and Mrs. Geo. E.
Heath, Master John Heath, Master
George Heath, Master William
Heath, Master Charles Heath, Lt.
and Mrs. W. D. Patterson, Master
Robert Patterson, Master Omar
Patterson, Jose Rabascall, Miss
Cynthia Kelly, Mr. Fred W. Aston,
Mr. F. Depre, Mr. and Mrs. H.
Coate, Mr. T. Goda, Mr. H. M. W.
Wachte, Miss G. Rosario, Mr. F.
Hartwille, Mr. L. Jovine, Mr.
and Mrs. J. L. Hunter, and infant,
Dr. and Mrs. G. Reyes, Mr. Eli
Look, Miss Marjorie Conway, Mr.
and Mrs. W. T. Snyder, Mr. and
Mrs. C. W. Stewart, Mr. and Mrs.
W. Leichter, Mr. and Mrs. P.
Shallita, Mr. R. T. McDonnell, Mrs.
L. R. Christian, Mrs. J. K. Davis,
Mr. E. Schall, Mrs. Helen E.
Theiss, Mr. Edward Louie, Mr.
M. R. Nicholson, Mr. A. J. Bohart.

Per s.s. Change on April 22:—
Mr. and Mrs. W. Glendinning,
Miss M. Glendinning, Miss K.
Glendinning, Mr. and Mrs. D. W.
Hume, Miss M. J. Hume, H. E. Gil-
Hudson, Mr. and Mrs. G. E. Gil-
Hudson, Mr. and Mrs. E. B. Lister,
C. J. Mezger, Dr. C. E. North, F. H.
Neale, Mr. and Mrs. T. O'Gorman,
Miss B. Robinson, C. F. Jones,
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(Australian Passengers see list)

STEAMERS: Despatch from Hong Kong, 1st May, 1st June, 1st July, 1st Aug.

CHANGTAE TAIPING: 1st May, 1st June, 1st July, 1st Aug.

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CHANGTAE TAIPING: 1st May, 1st June, 1st July, 1st Aug.

CHANGTAE TAIPING: 1st May, 1st June, 1st July, 1st Aug.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN
TELEGRAPH CO., LTD.

OF DENMARK.

The following unclaimed tele-
grams are lying at the office of
the Great Northern Telegraph
Company (Limited) of Den-
mark:—

Furleun, from Shanghai.
Vendor, from Shanghai.
Muratso Ichiro Fukudakan
Nihonsokai, from Tokyo.
Ellis Bennett, Kowloon, from
Yokohama.
Scanlon, Peninsula Hotel, from
Shanghai.
Wyllie, Hong Kong Hotel, from
Tientsin.
Juster, Peninsula Hotel, from
Shanghai.
Chien Yu-ming, Kowloon Hotel,
from Tientsin.

F. V. JENSEN,

Superintendent.

Hong Kong, April 22, 1931.

THE EASTERN EXTENSION

AUSTRALASIA & CHINA

TELEGRAPH CO., LTD.

The following unclaimed tele-
grams are lying at the E.E. Tele-
graph Co. Office, Hong Kong:—
Carmichael, Kremlin, from Glas-
gow.

Kong Pol, Hotel Cecil, from
Macao.

Yardarm, from Birmingham Po.

T. H. WILLIAMS,

Ag. Superintendent.

Hong Kong, April 16, 1931.

HONG KONG TIDES.

The time used is Standard, or
mean time of the meridian of 120
deg. E.; 00h. is midnight, 12hrs. is
noon. The heights are referred to
the datum of the largest scale Ad-
miralty chart of the place and
should be added to the depths given
on the chart unless preceded by an
asterisk (*), when they should be
subtracted from the depths.

April 23 to 29, 1931.

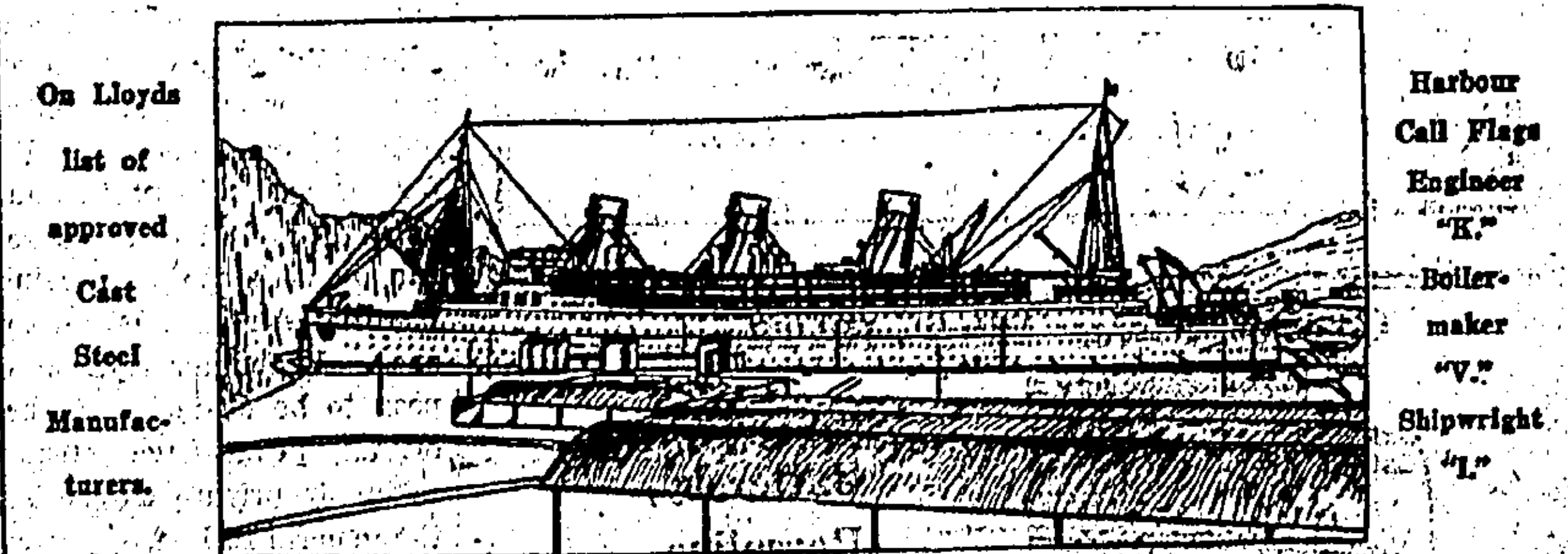
DATE	HIGH WATER	LOW WATER
	Standard Times	Standard Times
April	H. M.	H. M.
Thurs. 23	01 37 18 40	01 40 00 00
Fri. 24	11 51 07 20	10 10 00 00
Sat. 25	12 35 04 21	09 00 00 00
Sun. 26	12 38 04 22	08 00 00 00
Mon. 27	14 40 01 28	08 00 00 00
Tues. 28	16 25 03 10	10 15 00 00
Wed. 29	17 50 04 00	00 20 00 00
	18 10 05 11	01 00 00 00
	18 25 05 12	01 15 00 00

CONSIGNEES' NOTICE

Consignees of cargo ex s.s.
Bennevis are reminded to take de-
livery of their goods which will be
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Tri Spring Arch Support

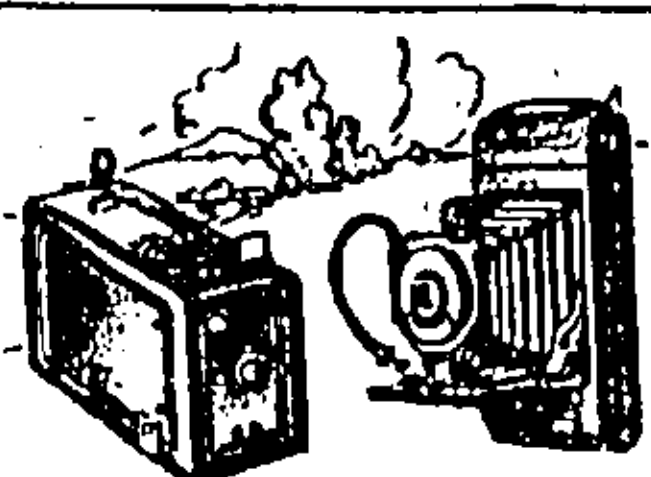
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Fixo Corn Plasters
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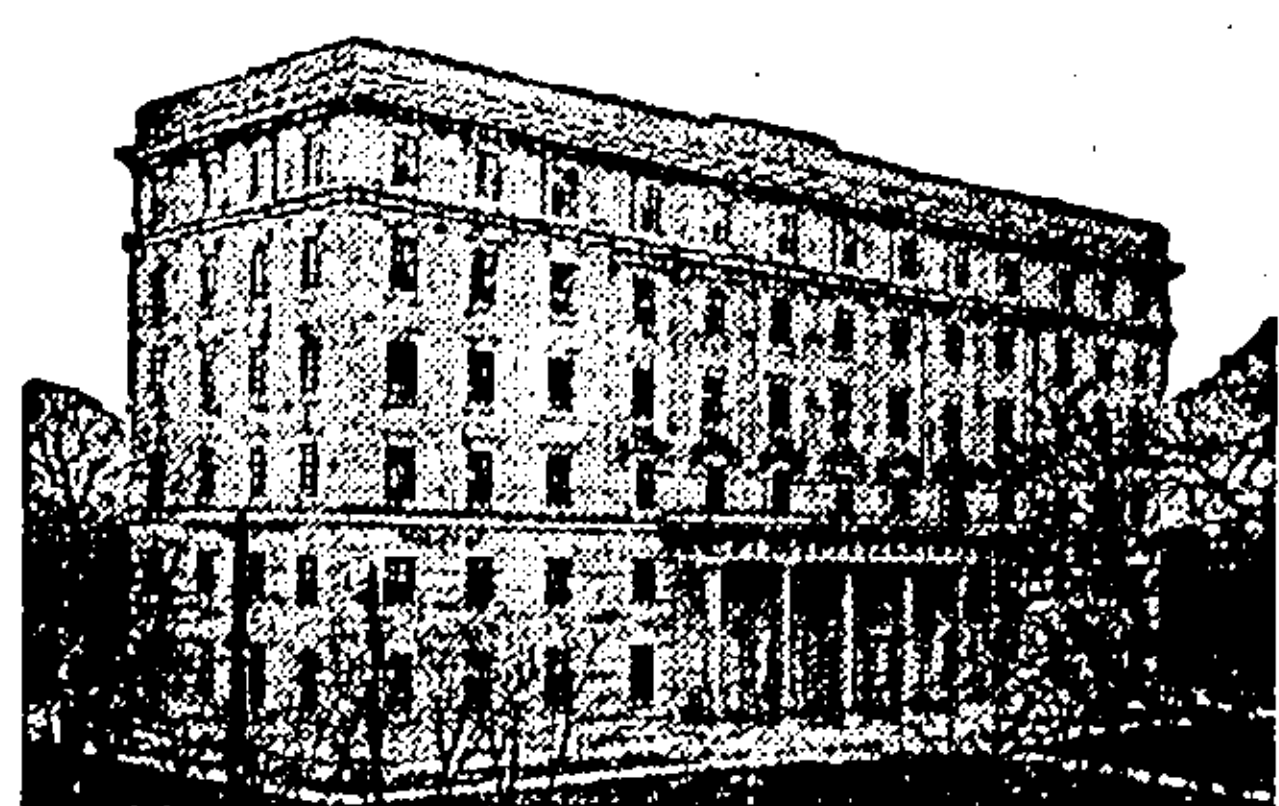
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The China Mail

(Every evening except Sunday.
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in advance. Local delivery free.)

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ACKNOWLEDGMENT.

The family and relatives of the
late Chan Chew wish to thank
friends for the kindly sympathies
expressed at the obsequies of the
deceased.

Hong Kong, Thursday, April 23, 1931.

WHAT MIGHT BE DONE

The possibilities offered by
the development of Hong Kong
as an air port have already been
enumerated in these columns and
the private meeting which was
held in the Hong Kong Hotel
yesterday to discuss the forma-
tion of a syndicate for the en-
couragement of civil aviation
simply reiterated what we have
emphasised again and again.
Hong Kong, situated midway be-
tween Singapore and Shanghai,
has a wide area of coastal town-
ships, ports, and cities to serve,
often linked by stretches of
country where roads either do
not exist or are not in a fit state
for heavy transport, and the
need of an efficient air service,
run on the lines of a miniature
Imperial Airways, is a very real
one. Unfortunately, there ap-
pear to be obstacles in the way
of any progressive steps being
taken by private enterprise, and
the general feeling of yesterday's
meeting was that as yet flying on
a commercial scale was pre-
mature, and hardly likely to be
started until the aerodrome and
hangars at Kai Tack are com-
pleted. Another difficulty that
was pointed out was the restric-
ted area for private flying with-
out obtaining permission from
the Chinese authorities.

These are obstacles, it is true,
to the immediate development of
any plans which the Flying Club

may have in hand, but they are
not obstacles to any private com-
pany which might wish to de-
velop a regular air service to
Canton and contingent ports.
Major Brasier-Creagh, who is in-
spired with an enthusiastic ambi-
tion to convert Hong Kong to
"air-mindedness" and achieve
within the next two years what
the Imperial Airways or, per-
haps, an American corporation
will achieve in the next ten
years, seems to have approached
the matter entirely from the
wrong angle. He must be
aware, in the first place,
that the existence of the Flying
Club, which has been subsidised
by grants from the local Govern-
ment, is not primarily for the
purpose of encouraging, cer-
tainly not for assisting, com-
mercial aviation in China. We do
not think it would be wise or at
all popular for the local Flying Club
to associate itself with any
form of commercial undertaking,
and there is no indication that
this will be done. So that the
question of an aerodrome or of
hangars does not enter into the
inauguration of a Hong Kong-
Canton Airways. That is purely a
matter for private enterprise and,
provided the capital is forthcom-
ing, we see no reason why it
should not become an actuality in
the near future.

There is everything to be said
in favour of establishing an air
route between this Colony and
the ports of South China, but we
should like to see such a service
independent of any Service or
Government-aided organisation.
Whenever aviation enthusiasts
begin to plan air routes to Can-
ton they must needs stumble over
Kai Tack, which they appear to
think is the only site in the
whole of this Colony from which
an aeroplane may take-off. There
is, as a matter of fact, quite a
number of sites, apart from Kai
Tack, suitable for this purpose,
but nobody seems to have taken
the trouble to look for them.
Money would have to be expended
on their preparation, it is true,
but that is a mere incidental to
a wealthy company, and only a
wealthy company could afford
to purchase and maintain a
fleet of aeroplanes dependent
for its prosperity upon the jour-
neyings of local and South China
business men. The possession of
one or two five-seater planes
would be little better than use-
less, for it is doubtful whether
they could be made to pay the
heavy costs of running expenses,
land-
ing fees, landing staffs' salaries,
and general expenses of upkeep.

A fleet of ten or twelve machines,
or one large machine capable of
carrying from twenty to thirty
passengers, would be necessary if
the service were to pay on any-
thing like a big scale. A fleet of
this size would be able to estab-
lish a wide and regular air ser-
vice between Hong Kong, Macao,
Canton, Wuchow, and perhaps
even Foochow, Amoy, and Han-
kow, the value of which to busi-
ness men would be enormous,
saving many tedious and expen-
sive hours of travel. A reliable
and regular service which will en-
able a man to travel from Hong
Kong to Canton in less than an
hour, or to Hankow in four or
five hours, is a boon the import-
ance of which cannot possibly be
over-estimated. A service of this
description has to come one day,
and there is no reason why a
syndicate of local and Canton
business men should not be for-
med to inaugurate it. It might
even be organised as a subsidiary
of the Imperial Airways, who are
expected in the not distant future
to establish an air line connect-
ing Singapore with Shanghai
and Japan. In any case, a great
venture of that kind cannot be
started with a few dollars' capi-
tal and the possession of one or
two second-hand aeroplanes. We
should like very much to see an
air service between Hong Kong
and Canton in being, but it should
be put on its feet in a sound and
proper manner, and not as a side
line for stunt flying, dances,
and social functions at Kai Tack.
We cannot see what Kai Tack has
got to do with it.

News in Brief.

The forthcoming wedding is an-
nounced of Frederick Charles Parr,
of the Chinese Maritime Customs,
Taishan Island, and Henrietta Jane
Lincoln-Lindsay, of 45, Hong Kong
Road, Tientsin.

A woman named Lai Kin-hin
(60), of 313 Laichikok Road, was
removed to the Kwong Wah Hos-
pital yesterday suffering from in-
juries caused by falling down the
stairs of her house.

It is reported that a large
boulder has fallen from a hillside
and is at present lying across the
main Castle Peak Road between
So Kan-wat and Tai Lan-chung,
near the 17th mile stone.

A ship's painter, employed on
the s.s. Venezia, was charged be-
fore Mr. Schofield at the Central
Magistracy yesterday with the
possession of 12 tins of illegal
opium and was fined \$1,000 or six
months' hard labour.

The Committee of the Sailors'
and Soldiers' Home gratefully ac-
knowledge the receipt of the fol-
lowing donation toward the funds of
the Home:—Military Area Sports
Board (per Captain E. R. Deakin,
Hon. Secretary), \$50.

At a meeting of the General Com-
mittee held after the annual meet-
ing of the General Chamber of
Commerce, Mr. W. H. Bell was
elected Chairman for the ensuing
year, and Mr. T. H. R. Shaw was
re-elected Vice-Chairman.

In the Kowloon Police Court this
morning Chu Fuk pleaded "guilty"
to the larceny of a suit of grey
clothing, the property of Chu Hon,
a shop fook, who put the suit out
to dry on a bamboo pole at Leich-
kok yesterday. He was sent to jail
for 14 days.

Seeking to end her life during a
quarrel with her husband, a woman,
So Lan-lin (19) residing at 9,
Eastern Street, is alleged to have
jumped into the harbour yesterday,
near the Cheung Chau ferry wharf.
She was rescued, however, and re-
moved to the Government Civil
Hospital.

Hong Kong as an important air
port, with a chain of regular air
services linking the Colony with
Canton, Swatow, Wuchow, and
other commercial centres of South
China, was envisaged by Major
E. B. Brasier-Creagh, ex-R.E., at
what is described as a private
meeting which he convened in the
Hong Kong Hotel yesterday after-
noon for the purpose of forming,
in the near future, a local syndicate
to sponsor civil commercial flying
in this area. The meeting was at-
tended by several members of the
Services, the Flying Club, and
business men.

CORRESPONDENCE.

LETTER TO THE CURRENCY
COMMISSION.

(To the Editor of the "China Mail.")

Sir,—We, the undersigned, being
persuaded that a respectable
majority of the mercantile and in-
vesting community of this Colony
are in favour of a stabilised cur-
rency, but knowing also that in this
majority there are many who may
not, for personal reasons, feel in-
clined to take advantage of the offer
of the Currency Commission to con-
sider their views in writing, hereby
inform any such persons that a
letter has been drafted setting out
the main arguments in favour of
stabilisation, and that copies of the
same are on view on the premises
of the undersigned, awaiting their
consideration and signature.

It is our hope that in this, the
greatest financial crisis the Colony
has ever faced, no one who believes
in a stabilised currency, and has
not otherwise placed his belief on
record, will evade this his very
obvious and simple duty to himself
and the Colony.

We are, Sir,

Yours faithfully,

Blair & Co., Import & Export

Merchants.

F. A. Mackintosh, Mackintosh &

Co., Ltd.

A. Stevenson, The Dairy Farm,

Ice & Cold Storage Co., Ltd.

E. W. Blackmore, President, I. E.

& Shipbuilders.

D. Chen See, The Sincere Co.,

Ltd.

Wm. Anderson, The Anderson

Music Co., Ltd.

J. Dalzell, Resident-Investor.

The letter awaits consideration

and signatures at the premises of

the following:—

The Anderson Music Company,

Kelly & Walsh,

Institution of Engineers & Ship-

builders.

Sincere Company,

Brewer's,

Kowloon Bowling Green Club.

S.P.C.A.

USEFULNESS OF DOGS'
HOME.

ANNUAL MEETING.

"Our Dogs' Home in Kowloon
fulfils a public want, and we
would like to see its usefulness
extended, larger premises, more
kennels, and a permanent man on
duty." So declared Mr. J. Russell
(President) at the annual meeting
of the Society for Prevention of
Cruelty to Animals, which was
held in the Board room of Messrs
Jardine, Matheson & Co., Ltd.,
last evening. Mr. Russell was
supported by Mr. J. D. A. Hut-
chison (Hon. Secretary) and Mr.
E. H. P. White (Hon. Treasurer).
Others present included:—
The Hon. Dr. R. H. Kotewall,
Mrs. Loseby, Mrs. Anderson, Dr.
K. C. Yeo, Messrs. W. B. Finnigan,
R. A. D. Forrest, E. C. Tregillus,
and M. P. Talati.
The Chairman reviewed the
Society's work for the past year,
mentioning that the annual car-
nival ball had proved a big suc-
cess, the profit from it topping
the \$1,000 mark. The financial
drive, too, was very successfully
carried out and in this connection
the Society had to thank Mrs.
Loseby for her work.

Officers Elected.

The election of officers for the
ensuing year resulted as follows:—
President: Mr. J. Russell; Vice-
President: Mr. W. B. Finnigan;
Hon. Secretary: Mr. J. D. A.
Hutchison; Hon. Treasurer: Mr.
E. H. P. White; Committee: Lady
Ho Tung, Mrs. Anderson, Mrs.
Loseby, Mrs. de Martin, Mrs.
M. H. Roffey, Mrs. P. J. Wode-
house, Mrs. Baker, Mrs. Forrest,
Miss G. Heard, Miss Grace Ho
Tung, the Hon. Mr. J. P. Braga,
Dr. K. C. Yeo, Messrs. E. R.
Dovey, H. Owen Hughes, N. J.
Perrin, H. S. Rouse, M. P. Talati,
E. C. Tregillus and S. W. Ko.

SEASICKNESS "CURES."

Certain Preventive Not Yet
Found.

An elaborate study of sea-sickness
and allied conditions has been
made by the Superintendent of
the Cunard Shipping Co., a high
officer of the Royal Air Force
Medical Service, and a biochemist
at the London Hospital.
They have studied the various
kinds of nausea due to the move-
ments of a revolving chair, a ship,
a train and an aeroplane, and their
observations will form the basis of
further study, which may well
prove fruitful.
Apparently no traces have yet
been found, and they report to the
British Medical Association that al-
though over 70 proprietary reme-
dies have been tested carefully
on shipboard none has proved itself
a certain preventive or cure.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED
IN CHINA MAIL.

Entertainments.

To-day — King's Theatre;
"Tom Sawyer."
To-day — Queen's Theatre;
"Whoopie."
To-day — Central Theatre;
"The Boudoir Diplomat."
To-day — Majestic Theatre;
"Carcara."
To-day — World Theatre;
"Repaid Favour" (Chinese picture).
To-day — Concert for Service
Men, Lee Theatre, 8.30 p.m.

Lummet's Auctions.

To-morrow and Saturday—At
Station Hotel, Kowloon, household
furniture, 11.30 a.m.
Monday — At 4, Humphrey's
Building, Kowloon, household fur-
niture, 10.30 a.m.
Tuesday — At 39, Humphrey's
Building, Kowloon, household fur-
niture, 10.30 a.m.
Wednesday—At 5A, Luna Build-
ings, household furniture, 10.30
a.m.

Home Mails.

To-day—Inward from Europe
via Suez (Comorin).
To-morrow—Inward from Europe
via Siberia (Rajputana); Outward
for Europe via Siberia (Comorin),
8.30 a.m.
Saturday—Outward for Europe
via Marseilles (Rajputana), 10.30
a.m.; for Europe via Siberia (Em-
press of Canada), 10 a.m.

Meeting.

Monday—Court of University,
5.15 p.m.

Sports.

See Sport Diary on Page 8.

RADIO

TO-DAY'S PROGRAMME.

The following programme will
be broadcast to-day from the
Hong Kong Broadcasting Station
Z.B.W. on a wavelength of 353
metres.
5.30-8.30 p.m.—Chinese Studio
Concert.
8 p.m.—Weather Report, Local
Time, etc.
8.30-10.45 p.m. (approx.)—Relay
of St. George's Concert from the
Lee Theatre. During the interval
there will be a recorded pro-
gramme from the Studio.
10.45 (approx.)—Close Down.

DEAD MAN'S LIQUOR LICENCE.

Held It For 31
Years.

A dead man has held a liquor
licence in Folkestone for more
than thirty-one years.
This disclosure was made at
Folkestone adjourned licensing
sessions when the magistrates
were asked to transfer the dead
man's licence respecting a beer
house to Mr. P. Attwood, a local
publican.
Mr. E. Boniface, who made
the application, submitted that
although the licence was entered
in the register in 1893 as Alfred
Loney and renewed from year to
year in that name, it was an
error.

Mr. Alfred Charles Loney, a
member of the firm of Messrs.
Loney and Company, Ltd., said
that to the best of his belief
Alfred Loney, his father, who
died in 1900, had not held the
licence, and he had been under
the impression that the Alfred
Loney entered in the register
was really himself.
Mr. Rutley Mowl, who op-
posed the transfer, contended that
as the licence was in the name of
the dead man it became null and
void, and this was upheld by the
magistrates, who refused the ap-
plication.

Ten Years Ago.

[From the "China Mail" of
April 23, 1921.]

To-day's dollar is worth 2/6.

At the C.R.C. to-day, play was
commenced in the Chinese Tennis
Interpret, when a singles match
was played between Wong Po-keung
(Hong Kong) and Chah Keng-ye
(Straits). Excepting that he
drove rather recklessly at times,
Wong played a consistent game and
outgeneraled his opponent. Chah
is the possessor of a very free style
and an excellent backhand, but he
made many mistakes that rendered
him an easy victim for the Hong
Kong player. He appeared to be
out of form, as he made a better
showing in the practice games.
The games went to Wong, 6-3,
6-2.

HONG KONG TRADE IN REVIEW

(Continued from Page 2.)

complete more advantageously than at present in the China market.

Unberthed Passenger Trade.
A year ago a report was completed by the Technical Committee which had been advising on the adaptation to local conditions of Board of Trade Rules concerning shipping surveys and life-saving equipment, particularly as they relate to the unberthed passenger trade. In the meantime, the standard to be aimed at has been affected to some extent by the publication of the International Convention for the Safety of Life at Sea, signed in London on May 31, 1929.

During the year the provision of anti-piracy protection on steamers plying in the Far East has been re-organised. You will remember that the British Authorities decided that the guards, provided by the Military, which had been satisfactory and effective, must be with-

drawn after April 1, 1930. After urgent representations these guards were continued for a period, but only on condition that the individual companies availing themselves of this protection against piracy undertook in writing to accept guards provided by the Hong Kong Police Department, when they became available, and that in the meantime the military guards were paid for in full by the companies using them. There being no alternative protection, these conditions had to be accepted, under protest.

Russians and Chinese.
The new organisation consists of Russians and Chinese, sworn in as members of the Hong Kong Police Force, with Indians in addition; the whole under the supervision of British Police sergeants and controlled by a senior British Police Officer. The cost to the shipping companies is less than the cost of the anti-piracy guards provided by the Military Authorities during the period they were paid for, but British shipping companies consider that they are entitled to look to the Naval and Military Authorities for protection against piracy when carrying out their legitimate trade, and they maintain that payment for such defence is an expense which they cannot rightly be called upon to bear.

In order to provide for increased expenditure due to larger sterling commitments as a result of the fall in exchange, the Hong Kong Government introduced in the last Budget new taxation of shipping consisting of an increase in the light dues on ocean-going vessels from 2 cents to 4 cents per ton, and on river steamers from five-sixths of a cent to 1½ cents per ton, and double fees for the use of Government buoys. The decision was defended by the Government on the ground that shipping companies, in the majority of cases, either operate on a gold basis or have increased their dollar charges. The dues then in force were imposed when the dollar was worth about double its present value, and the Government therefore defended the proposed increases as fair and equitable. I venture to repeat what I said in Council at the time:—

"The suggested taxes on shipping, in the form of increased light dues and hire of buoys are, I consider, wrong in principle. This form of taxation has been the subject of several debates in this Chamber in the past, and if one can judge from the records of the meetings the official attitude has been that shipping should only be taxed for specific purposes from which a direct benefit is obtained. In the present instance this can scarcely be put forward as an argument in favour of the suggested levies. Hong Kong owes its very existence to shipping, and its prosperity has been largely built up from the benefits derived from the advantages obtaining to a free port. This great asset should be maintained as far as possible at all costs. Quite apart from the objections to taxing shipping in order to augment local revenue, it must be admitted by all that this particular trade is passing through a very hard time, and it is only by the most rigid economy that many companies are able to carry on."

Crown Agents.

You will find in the Committee's annual report reference to an old and familiar question—the purchase of Government stores through the Crown Agents, and the desirability of ensuring a greater share of Government orders to merchants in the areas to whose revenues they contribute. You will see that we have not been able to get very far, but we are now looking at the question from a different angle and are making representations to the Government to the effect that when it does invite tenders from local firms, it shall at least put them on terms as favourable as those offered for purchases made through the Crown Agents.

Members will note with satisfaction that arrangements for the survey of rice exported under Chamber of Commerce certificate have been re-organised, and that a special Rice Sub-Committee, to whose members we are much indebted, supervises this department of our activities.

Knowledge of Chinese.
The value of a working knowledge of the Chinese language to employees of local commercial firms has often been urged, by my predecessors in this chair, and I am pleased to say that, as regards numbers on the roll, the records of the Chamber's Language School continue to be satisfactory. Fifty students attended the School during 1930. It has to be admitted, however, that difficulty is often experienced in maintaining classes at full strength owing to the transfer of students from Hong Kong in connection with their employment; also to the fact that others "fall by the wayside" on realising that the serious study of Cantonese colloquial involves sacrificing some other interests. Irregular attendance in some cases adds to the difficulty of maintaining standards and completing the various courses in the prescribed period. I am glad to say that during the year we were able to repair the loss to the School caused by the retirement of Dr. Pearce, the founder of the School, who left the Colony a few years ago. The Rev. H. R. Wells, still full of energy after 45 years in Hong Kong, has kindly undertaken the direction of the School and the revision of text books. After a holiday at Home he is returning to the Colony in 1932, and hopes to continue in charge for the next four years. I trust he may enjoy that measure of health and strength which will enable this expectation to be fulfilled.

The Accounts.
Turning to the accounts of the Chamber for the past year, it will be noted that the income from rice certificate fees is roughly half what

it was in 1929, an index of reduced export trade. Secretarial expenses are increased on account of exchange compensation voted to the staff from July 1 last. Fortunately the Chamber put a sum of \$38,000 to reserve between the years 1924 and 1929: the general reserve now stands at \$80,000 and will probably have to be drawn upon in the next few years, unless the dollar appreciates to something like its former value.

I now beg to move the adoption of the report and accounts, and when this has been seconded I shall be glad to answer, to the best of my ability, any question which any member may desire to ask.

The Secretary's Address.
Mr. Lander Lewis said:—In rising to second the adoption of the report and accounts, I am sure I am expressing the wish of all members in thanking you for your very interesting and able review of the Chamber's activities during 1930.

The year must have been a particularly trying one, as difficulties arising from the unprecedented conditions through which we have passed—and are still passing—have, without doubt, created a considerable amount of additional work, and I feel we owe a debt of gratitude to the Committee for their unremitting labours on our behalf.

The Chairman has referred to the recent visit of the British Economic Mission and report of the Cotton Sub-Mission, a summary of which was cabled last week. It is perhaps undesirable to comment until the full report has been received, but it seems reasonable to presume that the main recommendations of the Mission have been cabled. The necessity for reducing production costs has been strongly emphasised. Importers both here and in Shanghai have emphasised this necessity for some years past and have reluctantly watched their trade gradually declining in the face of keen Japanese and Continental competition, against which they have found themselves helpless to increase their turnover in British cotton goods.

Lancashire Prices.
Unquestionably the decline of Lancashire's trade is due to the fact that prices are too high, and while the cost of cotton has declined to a very low level, export prices have not been reduced in the same proportion. Personally, I cannot share the opinion that the British cotton trade is lost for ever, because I am convinced that Lancashire will find the means eventually to produce on a competitive basis and regain, to some extent, her lost China trade.

It is disappointing to note that the Mission has not made any recommendations as to how prices for export can be reduced, but if the various sections of the trade can come under central control, it should be possible to reduce or exclude several intermediate profits, thereby bringing Lancashire closer to China's ideas of values. The worker is not the only participant to be called upon to make a sacrifice in the interests of trade revival: the sacrifice has to be shared by all and we can feel assured that, although Lancashire has been slow to meet the present situation, she will not be found wanting in this crisis of her history.

Definite Alternatives.
The Sub-Mission have, however, emphasised some definite alternatives in respect of methods of marketing out here. Admittedly, there is scope for improving our marketing system, but, provided we are given competitive prices, even with our existing organisations I feel sure that Lancashire will obtain a full measure of support from European importers in China and Hong Kong.

Needless to say, we are all looking forward with the greatest interest to receiving the full report, which should be in our hands very shortly. I trust we merchants will do our part in making the recommendations effective, and that the Sub-Committees of the Chamber interested in the various sections of trade reported upon, will give the report their most careful and sympathetic consideration.

Turning to the report, it is noted with regret that the representations made by the Committee to the Colonial Government have met with so little response. Apparently there have been few instances in which the Government has acceded to the considered judgment of the Chamber. It is to be hoped that the representations concerning tenders for Government requirements will meet with greater sympathy, and that local merchants will be given an occasional opportunity of participating on terms equal to those afforded by the Crown Agents to firms at Home.

NEW ADVERTISEMENTS.

H.K.C.C. TENNIS TOURNAMENT.

Open Singles—Semi-Final.

M. W. LO v. E. C. FINCHER.

Owing to rain this match has been postponed to MONDAY, April 27, at 4.30 p.m. Those holding tickets will be entitled to use them on MONDAY. Booking at Moutrie's—\$1, including tax.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, ANTWERP, LONDON, STRAITS AND MANILA.

The Steamship,

"BENNEVIS"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 14th May, 1931, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 29th instant at 10 a.m., by Messrs. Godard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 23rd April, 1931.

The Department becomes a waste of public funds.

It is gratifying to learn that so many students are taking advantage of the facilities provided for learning Chinese, and I understand that the Chamber's organisation is working to capacity. It is a matter of satisfaction that Mr. Wells has undertaken to direct the School on his return to the Colony next year.

Peace in China.
I should like to endorse the Chairman's hopeful remarks concerning the return of peace in China. We all have commercial interests in China and we are watching, not without anxiety, the extraterritoriality negotiations now taking place in Nanking. Notwithstanding our strong sympathy with Chinese national aspirations we hope—and must assume—that whatever agreement is reached, the British Government will ensure full protection of British subjects residing in China.

The accounts, I think, must be considered satisfactory, for in spite of the increased secretarial expenditure due to the fall in exchange, a surplus is available which has been added to the general reserve. There has been a slight falling off in subscriptions, and in this connection I am sorry to note that withdrawals from the Chamber are in excess of new applications for membership. The income of the Chamber is naturally more or less fixed, and in view of the possibility of expenditure increasing in the future, I hope some means will be found for increasing the membership.

I should like to mention that the activities of the Chamber are far more varied than the Chairman's speech, or the report, give us to understand. It is interesting to learn that nearly 400 trade enquiries have been attended to during the past year, and doubtless such work is of the greatest value to the trade of the Colony as a whole. Work connected with arbitrations, rice surveys and the issue of certificates, called for by various authorities, also occupies a considerable amount of the Chamber's time.

With these few remarks, I have much pleasure in formally seconding the adoption of the report and accounts.

Committee Re-Elected.
After the report had been adopted, the Chairman announced that no further names had been submitted for the Committee, and in the proposal of Mr. W. W. Mackenzie, seconded by Mr. Wong Tak-kyong, the Committee was re-elected.

On the proposal of the Chairman, seconded by Mr. A. H. White, Messrs. Percy Smith, Sohn, and Fleming were elected auditors. The election of members of the following firms was confirmed on the proposition of Mr. E. M. Churn, seconded by Mr. Wong O-fai:—Messrs. G.H.M. & Co., The Fire Insurance Co., (Hong Kong) Ltd., and the Vulcan International Commercial Bureau.

THE ANDERSON MUSIC CO., LTD.

WILL BE PLEASED TO UNDERTAKE THE TUNING AND GENERAL UPKEEP OF YOUR PIANO



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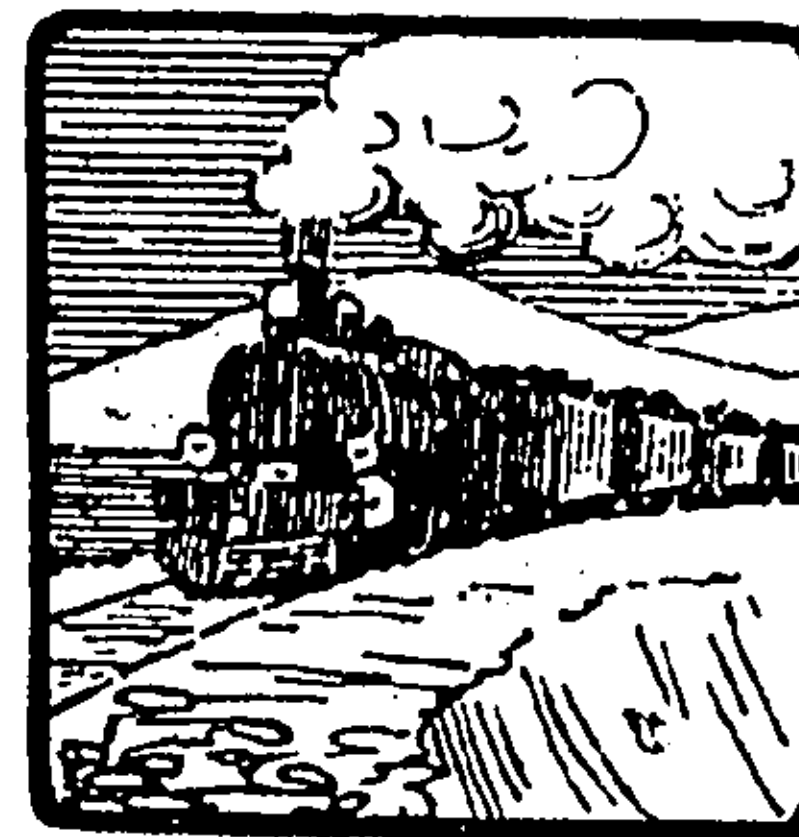
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TO-DAY TO
SATURDAY.



BILLIE
DOVE
CAREER

Sport Columns

GOLF COURSES ARE TOO LONG.

What Driving Fever Has Created.

TIRING TRAIL.

It seems to me that there is a steadily growing revulsion of feeling against what the late W. J. Travis described as the "debauchery of long driving at golf." It has taken all the time since his day, which was more than a quarter of a century ago, to make golfers realise that it is possible to have too much of a good thing, and I have to confess that they are not objecting now to their long driving. But they are objecting to the penalty that it entails: the lengthening of courses.

I have met several distinguished golfers who would welcome the standardisation of a ball so light that it floats in water, or any other that could be depended upon to clip many yards off the distances achieved with the present-day ammunition. Old and hackneyed though the question may be, they argue about it with a fervour which indicates that they believe in a millennium that will be the era of a lighter ball.

It is not much use asking the ordinary mortal if he wants his driving shortened. But I am convinced that the lengthening of courses which has been deemed necessary as a means of coping with the travelling capacities of the modern ball, and which shows no sign of coming to an end in this country, is a very bad thing for the game.

The Tiring Trail.

This constant extension of courses is bad because it is only suitable for a small minority of players—those who are young and athletic or exceptionally vigorous for their years.

The armies of middle-aged and elderly golfers, who are the mainstay of the game, since they constitute the overwhelming majority who make courses and championships possible, do not want to walk five miles twice a day in a blazing sun for the purpose of obtaining the normal allowance of two rounds. I think it was shown in a test by pedometer that a player of medium handicap tramps over five miles in accomplishing an average eighteen holes.

It makes the game too much a trial of endurance for all save the small minority, an unnecessary trial, seeing that the amusement provided in the playing of shots is no greater than when the courses were considerably shorter, writes Harry Vardon in the Sports Dispatch.

Diversions Sought.

And it is, diversion, not exhaustion, that the ordinary golfer seeks. Within reason, the walking does him good, but it is not what he goes out to pursue, and actually he loses some of it under the circumstances that now prevail.

In former times, everybody who made up his mind to devote a day to golf played two rounds.

Those were the times when the Royal Liverpool course at Hoylake measured about 5,400 yards for a championship instead of the 6,700 yards which it attained in the latest open championship. The golfer of those days not only had his two rounds of concentrated excitement and pleasure; he often played another nine holes after tea. The exercise was all so naturally regulated that it did not tire him.

Nowadays, thousands of people who give up a day to the game are content with one round. The secretary of a well-known club complained to me that bridge had become the curse of golf: that people deserted the course after their morning round and the comfortable interval for lunch, and settled down in the card-room.

Disciplined Drives.

The fault, however, is not theirs. Unless they are particularly active or enthusiastic, they feel at the end of eighteen holes of modern golf that they have done enough to earn a restful afternoon. They are probably right.

Golfers getting on in years were relatively more numerous in a former generation than they are now, for hardly any of the younger people played, especially in Britain, and yet everybody finished his round of the morning hungering for that of the afternoon. That desire certainly is not so marked.

Very long courses are like very many courses at a dinner. They promote a sense of ennui. If people must have a ball scientifically manufactured to travel the maximum distance possible, suppose the only way to shorten the courses and so modify the endurance test would be to bespatter the fairway with pot bunkers at about

HAMMOND NOT FOR CEYLON.

Plans for the Coming Season.

STILL PROFESSIONAL.

London, March 24. Walter Hammond, the Gloucestershire and England cricketer, arrived at Southampton from South Africa yesterday, a week before the rest of his colleagues who took part in the M.C.C. cricket tour are due.

Hammond, who looked in splendid health, strongly denied the report that he was going to Ceylon during the forthcoming summer. "I never had any intention of going to Ceylon," he said. "I shall turn out as usual for Gloucestershire, and still as a professional."

Referring to the tour, Hammond said: "Cricket in South Africa is, in my opinion, of a better standard than when I was out there during my first tour in that country. The majority of the men we have to play against had profited enormously by the experience they gained during their own tour in this country, and they are now a really first-rate combination."

"But I think a truer indication of the relative merits of their team and ours would have been afforded if honours in the Test matches had ended even. There is no doubt that we were considerably handicapped by the unfortunate motor-car accident in which Sandham was involved, and which deprived us of his services for the greater part of the trip. His experience as an opening batsman would have been invaluable to us."

"Voice bowed extraordinarily well, and really deserved an even better record than he obtained. Nupen, who captained South Africa in the first Test match, also bowled wonderfully well on matting, but he was nothing like so effective on turf."

TOURISTS IN SOUTH AFRICA.

M.C.C. Averages for the Tour.

HAMMOND AND ALLOM.

The averages of the M.C.C. players for all first-class matches in South Africa during the recent tour are as follows:—

Batting.	Runs.	H.S.	N.O.	Aver.
Hammond	19	1,045	136	2 61.47
Hendren	18	905	170	2 53.23
Farrington	13	297	62	5 37.12
Leyland	22	774	169	1 36.93
R. E. S. Wyatt	23	768	138	1 34.26
Tate	17	516	115	2 34.40
M. J. Turnbull	21	541	139	2 28.47
A. P. F. Chapman	17	471	87	0 27.70
Lee	7	158	42	0 22.57
Voce	18	296	67	3 19.73
J. C. White	18	256	36	2 16.00
Goddard	6	53	25	0 8.93
I. A. R. Peebles	17	114	28	3 8.14
M. J. C. Allom	9	50	19	2 7.14
Duckworth	7	29	14	2 5.80

Also batted: Sandham, 2 innings, 78 runs.

* denotes not out.

Bowling.	O.	M.	R.	W.	Aver.
M. J. C.	184	33	401	22	18.22
Allom	347	104	621	33	18.81
Tate	145.2	80	1,274	66	19.30
Voce	477.5	139	1,046	49	21.34
J. C. White	348.4	108	698	29	24.06
Goddard	159.1	40	380	13	29.23
R. E. S.	51	11	210	7	30.00
Hammond	221.4	51	494	15	32.93
Leyland	94	19	283	8	35.37

Also bowled: A. P. F. Chapman 1-0-4-0; Hendren 3-1-7-0.

the spot where a good drive would land.

Then a shot of exceptional skill would be required to thread its way through the labyrinth of bunkers, and the person who could play it would gain his reward from the rival who went into one of the hazards or who decided to play short of this constellation of trouble.

At any rate, it would shorten the courses while advancing, rather than destroying, the interest of the game.

New modes of links architecture arise about once every twenty years. Perhaps the next will be a scheme of peppering the fairway with bunkers for the drive. At present driving is far too easy in this country; that is why distance has become enchanting to the degree of a craze. There is little to stop it, except retribution on the flanks.

It is not the same in America. Many of their courses are studded in the middle with bunkers. This inquisition in driving is regarded as part of the game. One of their best players said to me: "When a young golfer comes to the front in our country, the first thing we ask is, 'What sort of a putter is he?' The first thing you ask here is, 'How far does he drive?' There seems to be good ground for this criticism."

IRELAND LOSE

WALES WIN BY ODD GOAL IN FIVE.

SCOTTISH DRAWS

SHERIFF'S SHIELD FINAL.

London, Yesterday. In the International Association football match played at Wrexham to-day, Wales beat Ireland by the odd goal in five—3-2.

League Matches.

The following are the results of League matches played to-day:—

Division III (Southern).		
Brighton	2	Coventry 0
Division III (Northern).		
Chesterfield	3	Lincoln 2
Scottish League.		
Motherwell	1	Ayr 1
Dundee	0	Celtic 1
Partick	1	Rangers 1

Sheriff's Shield.

In a match played at Highbury for the Sheriff of London's Shield, Arsenal beat Corinthians by 5 goals to 3.—Reuter.

THE SUSPENSION OF DANIEL PRENN.

Germany's Leading Davis Cup Player.

INDEFINITE PERIOD.

Berlin, March 23. Daniel Prenn, Germany's leading lawn tennis player, was suspended to-day for an indefinite time by the president of the German Lawn Tennis Association. There is little doubt that the suspension will be confirmed by the Disciplinary Committee, and Germany will therefore be deprived of her strongest player in the Davis Cup matches this season.

Prenn's suspension is an outcome of the decision of a Berlin Court a few days ago in a libel action brought by a firm of racket makers against Prenn, who they alleged had demanded £150 a year and a number of rackets as a condition for using their rackets.

The Berlin Tennis Association decided to-day to cancel the match between London and Berlin that was arranged for March 27. Officially the reason given is that the surface of the new courts is unsuitable to a match of such importance, but it is understood that the principal reason is Prenn's suspension.

HAWAIIAN BOXING POPULAR.

Eighteen Clubs in the Island.

Honolulu, April 15. Since boxing was legalized here late in 1929 the various cards have attracted more than 240,000 fans. For over a year only local talent appeared in the rings. There are 18 boxing clubs in the island, and 302 boxers hold licences.—Associated Press.

Curiously enough, Haggen, who is one of the best of putters, has found his putting suffer with the new ball. A friend writes me from America saying that it is rather mystifying, yet at the same time a little pleasing, to see this great golfer taking three putts more often than he did with the old smaller and heavier ball.—C. B. MacFarlane.

Our Sports Diary.

LOCAL.

FOOTBALL—Saturday—First Division—Borderers v. Kowloon; Rovers v. Argyle; St. Joseph's v. South China; Police v. Navy.

LAWN TENNIS—To-morrow—H.K.C.C. Championship Singles Semi-Final—S. A. Rumjahn v. C. A. L. Rumjahn.

CHESS—To-morrow—Kowloon Chess Club Junior Championship. LAWN BOWLS—May 2—Opening of League Season. May 6—Entries close for Open Singles Championship.

HOME.

FOOTBALL—Saturday—English Cup Final, Wembley. GOLF—To-day to Friday—English Amateur Championship. Saturday and Sunday—Professional Tournament, Torquay. Monday—Army Championship. Sunday—Racing. RACING—Wednesday—Two Thousand Guineas.

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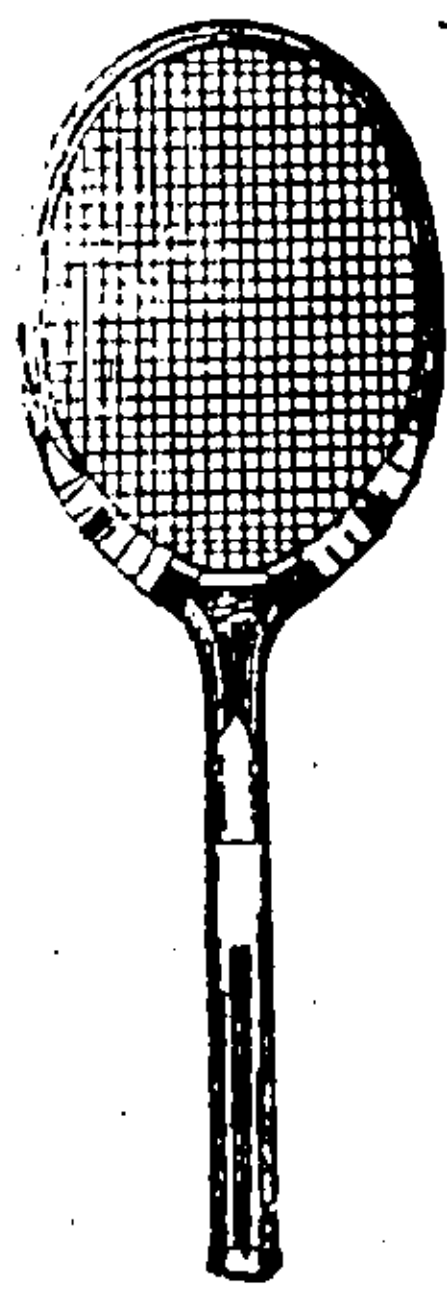
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HOME RUGBY RESULTS.

Holiday Programme Features.

DRAW AT PONTYPOOL.

London, April 3.
The following were the results of Rugby Union games played to-day:—
Northampton—Bridgewater 13-0.
Pentarth-Barbarians 9-9.
Weston-S. Mare—Blackheath 13-8.

The following were the results of Northern Union games played to-day:—
Barrow—Halifax 5-6.
Bradford—Broughton 0-35.
Bramley—Wigan Highfield 0-0.
Featherstone—Castleford 6-22.
Hull K.R.—Hull 11-5.
Keighley—Hunslet 7-26.
Leeds—Huddersfield 23-0.
St. Helen's Rec.—Leigh 30-5.
Swinton—Oldham 16-3.
Wakefield—Dewsbury 17-16.
Widnes—Warrington 5-16.
Wigan—St. Helen's 5-2.
York—Batley 35-8.

London, April 4.
The following were the results of Rugby Union games played to-day:—
Bath—Utd. Services 27-5.
Birkenhead Pk.—North of Ireland 24-5.
Bristol—Leicester 8-13.
Bridgewater—Blackheath 9-3.
Devonport S.—Old Blues 14-6.
Newport—Moseley 26-5.
Plymouth Albion—O. M. T's 11-15.

Pontypool—Northampton 11-11.
Swansea—Harlequins 10-35.
Waterloo—Rosslyn Pk. 10-3.
Bridge End—London Welsh 12-5.
Cardiff—Barbarians 9-11.
Neath—Old Cranleighans 26-7.
The following were the results of the Northern Union matches played to-day:—
Barrow—Broughton 15-26.
Bramley—Hull K.R. 9-13.
Dewsbury—Leeds 0-15.
Featherstone—Bradford 28-8.
Huddersfield—Wigan 5-5.
Hull—York 14-20.
Hunslet—Wakefield 18-4.
Keighley—Widnes 2-14.
Oldham—St. Helens 28-7.
Rochdale—Castleford 28-8.
Salford—Swinton 0-0.
St. Helen's Rec.—Batley 19-7.
Wigan Highfield—Halifax 6-21.
Warrington—Leigh 20-12.

BRITAIN'S CHANCES THIS YEAR.

Clash with U.S. in Davis Cup.
HIGH OPTIMISM.

Great Britain and the United States will clash in the interzone final of the Davis Cup play this summer, in the opinion of British tennis experts, who predict their team will conquer all opposition in the European zone.

For the first time in years Britain expects big things of her Davis Cup team. The youthful and erratic stars who have always wilted in the heat of international competition in the past have now been seasoned by a series of tours in foreign territory.

Hardened by tournament and match play in the United States, South Africa and India, they are expected to prove that lawn tennis is not a forgotten sport in the land of its origin.

There is no doubt in the minds of British fans that the United States will sweep the American zone competition. They have grave doubts, however, that the youthful team which America is expected to send to Europe will have an easy march to the challenge round against France.

Britain's mainstays in Davis Cup play this year will probably be headed again by H. W. (Bunny) Austin; still reckoned Britain's premier player. Dr. J. C. Gregory and I. G. Collins, who have twice come within a few points of conquering Wilmer Allison and John Van Ryn at Wimbledon, are

TWO LEAGUE GAMES PLAYED.

Artillery Defeat Police in Kowloon.

EASTERN DRAW.

It was only found possible to play two League matches yesterday afternoon, the results being as follows:—

Division I.
R.A. 2 Police 1
Division II.
Kowloon 2 Eastern 2

On the Railway ground the Royal Artillery gained a meritorious victory over the Police after fielding ten men at the start and being further handicapped by an injury to Stanton, who was forced to leave the field.

The Police were first on the marauding path, and an early goal by Bentley looked as if the Police were destined for victory. The gunners, however, responded well and, after Salt had gone very close with a great shot, Moore found the net from a difficult angle to place the teams on level terms.

Without taking advantage of the interval the teams crossed over and mid-field play was featured for long periods. Salt, who was playing a fine offensive game, gave the Artillery the lead when he got his head to a well-placed corner.

Result:—
R.A. 2 Police 1
League Table to Date.
Goals.
South China 18 15 1 2 63 18 31
Kowloon 13 11 4 3 43 26 25
Argylls 19 12 2 5 43 32 29
Navy 18 10 2 6 56 33 22
Athletic 18 10 1 7 35 27 21
Recreio 18 9 1 8 31 38 19
Borderers 18 8 2 6 34 23 18
R.A. 18 5 1 12 21 54 11
Police 18 4 2 13 25 34 10
Club 18 4 2 12 14 46 10
St. Joseph's 20 3 0 17 22 56 6
*Withdrawn from the League.

At Chatham Road Eastern were unfortunate in having to share the points with Kowloon after a game which, as the result of a late start, ended in fast falling light.

A goal to the good at half-time, Eastern increased their lead from a penalty after the interval and appeared to have the game well in hand. Kowloon were not to be denied, however, and, after constant pressure, reduced the arrears from a corner kick. Another corner was again taken advantage of, and with the fast falling light, no further scoring took place.

Result:—
Kowloon 2 Eastern 2
League Table to Date.
Goals.
Borderers 22 17 3 2 45 19 37
Navy 22 17 0 5 89 26 34
Argylls 21 14 4 3 45 23 32
Club 22 14 4 4 44 18 32
Athletic 22 11 4 7 30 29 26
St. Joseph's 22 10 4 8 29 32 24
University 21 7 4 10 34 32 18
Kowloon 22 6 5 11 22 41 17
South China 22 4 4 14 23 51 12
R.A. 22 2 0 19 9 46 6
Recreio 22 0 5 10 0 50 3
*Withdrawn from the League.

the undoubted choice for the doubles combination. Another singles player will be selected from such promising youngsters as Harold Lee, Kents Leater, E. C. Peters and G. P. Hughes.

The draw in the European zone has not worked out too well for Britain. Four of the five strongest competitors—Great Britain, Germany, South Africa and Japan—are bunched in the upper bracket. Italy, the fifth, has an almost certain path to victory in the lower half.

The British are confident they will win through their bracket and then conquer Italy. If that is the case four stalwart young Britons will bar the entrance of the United States into the challenge round against France.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—
Bank, wire 11 1/2
Bank, on demand 11 1/2
Bank, 4 months' sight 11 11/16
Credits, 4 months' sight 1 5/16
Documentary, 4 months' sight 1 7/16
On demand 602 1/2
Credits, 4 months' sight 642 1/2
On New York—
On demand 23 1/2
Credits, 60 days' sight 24 1/2
On Bombay—
Wire 65 1/4
On demand 65 1/4
On Calcutta—
Wire 65 1/4
On demand 65 1/4
On Singapore—
On demand 42
On Manila—
On demand 47 1/2
On Shanghai—
On demand Tls. 77 1/4
Dollar 4 1/2% dis.
On Yokohama—
On demand 47 1/2
Silver (per oz.) 1 1/4
Silver (per oz.) 1 1/4
Silver in Hong Kong—
Nominal
Copper Cash—
Nominal
Copper Cents—
3 1/2% prem.
Rate of Native Interest—
3 1/2% p.a.
Chinese Sub. Coin—
23% dis.
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LONDON EXCHANGES

Rugby, Yesterday.
Paris 124.28 1/2
New York 4.85 15/16
Brussels 34.95 1/2
Geneva 25.22 1/2
Amsterdam 12.10 1/4
Milan 92.77 1/2
Berlin 20.40 1/2
Stockholm 18.14 1/2
Copenhagen 18.16 1/2
Oslo 18.16 1/2
Vienna 34.55 1/2
Prague 164 1/4
Helsingfors 193 1/4
Madrid 48.80
Athens 375
Lisbon 108.25
Bucharest 217
Rio 3 41/64
Buenos Aires 36 15/16
Montevideo 32 1/2
Bombay 1 1/5 13/16
Shanghai 1 1/3 1/4
Hong Kong 1 1/3 1/4
Yokohama 2 1/2 13/16
Silver Spot 13
Silver Forward 12 15/16
—British Wireless Service.

MOSQUITO MENACE.

HOW GOLF LINKS WERE RID OF THE PEST.

How a plague of mosquitoes in a well-known golfing resort was exterminated, and how, as the result of a wireless appeal, a listener in the Cape Verde Islands sent some larvae over 2,500 miles for identification, is told in the Report of the British Mosquito Control Institute.

The Institute was built and equipped in 1925, not merely for the purpose of continuing the local mosquito control work initiated on Hayling Island in 1920, but also to develop branches of research in this field. Its activities radiate round Hayling Island, where all collections of stagnant water (over an area of six square miles) are periodically examined by a trained inspector. These examinations have provided valuable data for research purposes, and also have enabled the Institute to be of great help in an advisory capacity.

In the case of the golfing resort mentioned above, the mosquito nuisance has been terminated by means of a scheme of control, periodically supervised by officials of the Institute.

One of the most striking proofs of the value of the work now being done by the Institute is provided by the record of distinguished scientists who have visited the Hayling Island branch during the past year. These have come from Java, Italy, the United States, China, Australia, and other places.

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 23rd April, 1931.

STOCK	Buyers	Sellers	Sett.	Non.	Fin.	Last dividend and when paid
Banks.						
Hong Kong Bank	...	...	...	...	...	Final 25 cents 21 Mar. 31
Chartered Bank	...	...	...	...	...	Final 12 cents 21 Mar. 31
Mercantile Bk., Ltd.	...	...	...	...	...	Final 10 cents 21 Mar. 31
Bank of Asia	...	...	...	...	...	Final 10 cents 21 Mar. 31
Insurance.						
Canton Ins.	...	...	...	...	...	Final 25 cents 21 Mar. 31
Union Ins.	...	...	...	...	...	Final 10 cents 21 Mar. 31
*China Underwriters	...	...	...	...	...	Final 10 cents 21 Mar. 31
China Fire Ins.	...	...	...	...	...	Final 10 cents 21 Mar. 31
H. K. Fire Ins.	...	...	...	...	...	Final 10 cents 21 Mar. 31
Shipping.						
Douglases	...	...	...	...	...	Final 10 cents 21 Mar. 31
H. K. Steamships	...	...	...	...	...	Final 10 cents 21 Mar. 31
Indo-China (Pref.)	...	...	...	...	...	Final 10 cents 21 Mar. 31
Shell Transports	...	...	...	...	...	Final 10 cents 21 Mar. 31
Union Waterboats	...	...	...	...	...	Final 10 cents 21 Mar. 31
Mining.						
Kowloon	...	...	...	...	...	Final 10 cents 21 Mar. 31
Kaitum Mining Ad.	...	...	...	...	...	Final 10 cents 21 Mar. 31
Langkat	...	...	...	...	...	Final 10 cents 21 Mar. 31
S'hai Exploration	...	...	...	...	...	Final 10 cents 21 Mar. 31
*Luna	...	...	...	...	...	Final 10 cents 21 Mar. 31
*Rauha	...	...	...	...	...	Final 10 cents 21 Mar. 31
Venezuela Gold Fields	...	...	...	...	...	Final 10 cents 21 Mar. 31
Docks, Wharves, Godowns, &c.						
H. K. & W. Wharves	...	...	...	...	...	Final 10 cents 21 Mar. 31
H. K. & W. Docks	...	...	...	...	...	Final 10 cents 21 Mar. 31
South Ch. Motors	...	...	...	...	...	Final 10 cents 21 Mar. 31
*China Provident (old)	...	...	...	...	...	Final 10 cents 21 Mar. 31
(new)	...	...	...	...	...	Final 10 cents 21 Mar. 31
Hongkong	...	...	...	...	...	Final 10 cents 21 Mar. 31
N. Engineering	...	...	...	...	...	Final 10 cents 21 Mar. 31
Shanghai Docks	...	...	...	...	...	Final 10 cents 21 Mar. 31
Lands, Hotels & Buildings.						
*H. & S. Hotels (C.R.)	...	...	...	...	...	Final 10 cents 21 Mar. 31
(R.R.)	...	...	...	...	...	Final 10 cents 21 Mar. 31
H.K. Lands	...	...	...	...	...	Final 10 cents 21 Mar. 31
Shanghai Lands	...	...	...	...	...	Final 10 cents 21 Mar. 31
Humphreys (Cum Res.)	...	...	...	...	...	Final 10 cents 21 Mar. 31
*Rights	...	...	...	...	...	Final 10 cents 21 Mar. 31
H. K. Realities	...	...	...	...	...	Final 10 cents 21 Mar. 31
Chinese Estates	...	...	...	...	...	Final 10 cents 21 Mar. 31
Cotton Mills.						
*Ewo Cotton	...	...	...	...	...	Final 10 cents 21 Mar. 31
Shanghai Cotton	...	...	...	...	...	Final 10 cents 21 Mar. 31
Zoong Sing	...	...	...	...	...	Final 10 cents 21 Mar. 31
Public Utilities.						
*H. K. Tramways	...	...	...	...	...	Final 10 cents 21 Mar. 31
Peak Tram (old)	...	...	...	...	...	Final 10 cents 21 Mar. 31
(new)	...	...	...	...	...	Final 10 cents 21 Mar. 31
Star	...	...	...	...	...	Final 10 cents 21 Mar. 31
*China Light	...	...	...	...	...	Final 10 cents 21 Mar. 31
H. K. Electric	...	...	...	...	...	Final 10 cents 21 Mar. 31
Macao	...	...	...	...	...	Final 10 cents 21 Mar. 31
Sandakan Lights	...	...	...	...	...	Final 10 cents 21 Mar. 31
H.K. Tel. fully paid	...	...	...	...	...	Final 10 cents 21 Mar. 31
part paid	...	...	...	...	...	Final 10 cents 21 Mar. 31
China Buses	...	...	...	...	...	Final 10 cents 21 Mar. 31
S'pore Traction (Ord.)	...	...	...	...	...	Final 10 cents 21 Mar. 31
(Pref.)	...	...	...	...	...	Final 10 cents 21 Mar. 31
Industrial.						
China Sugars	...	...	...	...	...	Final 10 cents 21 Mar. 31
Malayan Sugars	...	...	...	...	...	Final 10 cents 21 Mar. 31
Cald. Macg. Ord.	...	...	...	...	...	Final 10 cents 21 Mar. 31
(Pref.)	...	...	...	...	...	Final 10 cents 21 Mar. 31
Canton Ice	...	...	...	...	...	Final 10 cents 21 Mar. 31
*Cement (com.)	...	...	...	...	...	Final 10 cents 21 Mar. 31
(old)	...	...	...	...	...	Final 10 cents 21 Mar. 31
(new)	...	...	...	...	...	Final 10 cents 21 Mar. 31
H. K. Rope	...	...	...	...	...	Final 10 cents 21 Mar. 31
Stores, &c.						
Dairy Farms	...	...	...	...	...	Final 10 cents 21 Mar. 31
Watsons	...	...	...	...	...	Final 10 cents 21 Mar. 31
Der A Wings	...	...	...	...	...	Final 10 cents 21 Mar. 31
Lane Crawfords	...	...	...	...	...	Final 10 cents 21 Mar. 31
Mackintosh	...	...	...	...	...	Final 10 cents 21 Mar. 31
Sincere	...	...	...	...	...	Final 10 cents 21 Mar. 31
Wm. Powells	...	...	...	...	...	Final 10 cents 21 Mar. 31
Miscellaneous.						
H.K. Amusement (old)	...	...	...	...	...	Final 10 cents 21 Mar. 31
(new)	...	...	...	...	...	Final 10 cents 21 Mar. 31
Ch. Entertainment	...	...	...	...	...	Final 10 cents 21 Mar. 31
H. K. Constructions	...	...	...	...	...	Final 10 cents 21 Mar. 31
B. Ind. G. Bonds	...	...	...	...	...	Final 10 cents 21 Mar. 31
H. K. Govt. Loans	...	...	...	...	...	Final 10 cents 21 Mar. 31

*Speculative shares. *Sales to Shanghai.

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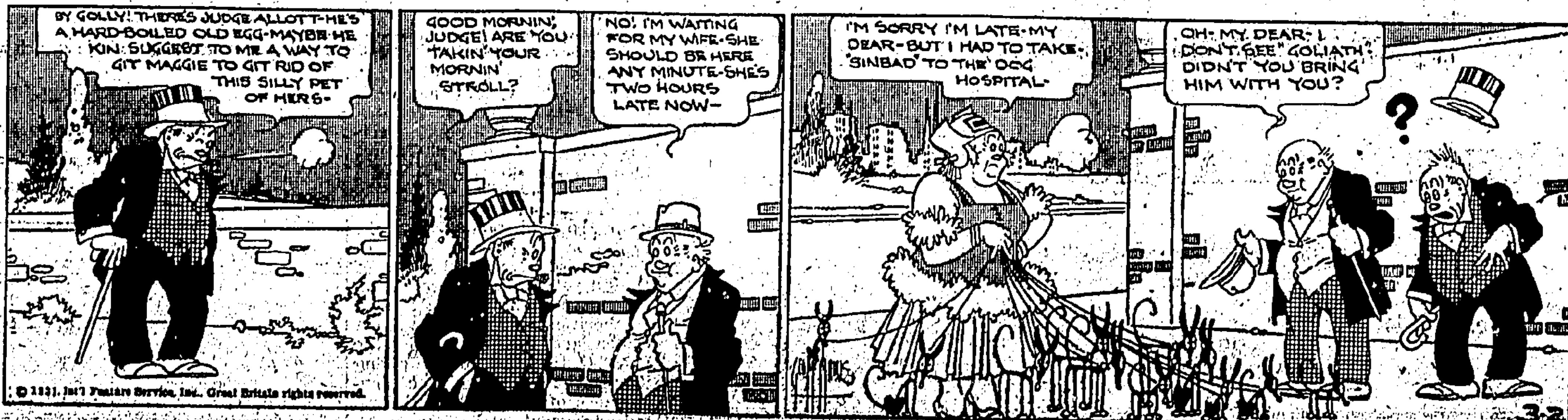
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BRITISH MOTORS.**Volume of Sales
Rising.**

The recent official returns showed that some 2,000 more motors were sold to the public in December than in the corresponding period of the previous year, (writes H. Thornton Rutter, London Morning Post Motoring Correspondent). It is interesting to note that at the same time the sales of foreign cars are dropping fast.

The foreign motor-car hails mostly from America. Out of 212 cars imported and valued at £50,296, no fewer than 119 came from the United States, 48 from France, and 22 from Italy. Added to these are 40 car chassis (£7,775) from the United States, and 44 car chassis (£4,614) from Canada.

Commercial motor vehicle imports also were mostly from America as out of 108 goods vehicles and chassis, 95 of them came from the United States. Altogether 421 cars, goods vehicles, and chassis were imported.

Sales of cars and business vehicles, I am told, amounted to more than 25,000 during January, so that it can easily be seen that the British maker is rightly holding the home market, a tribute to the McKenna Duties.

A Protecting Wall.

But for this protecting wall, this country would be swamped with American motors landed in England, at prices so low that neither Sir Herbert Austin nor Sir William Morris could successfully compete against them. It is just as well to remember this point when speculation is rife about the Budget.

Some people are forecasting alteration in motor taxation. It is most unlikely that any change

will be made. In the first place, the petrol tax is paid to the extent of £10,000,000 out of a total of £15,000,000, by the working population of Britain.

Motor omnibus, motor coach and commercial vehicles consume two-thirds of the petrol sold in Great Britain. Therefore if a higher tax is placed on motor spirit, the working classes will have to pay it in increased transport charges for travelling and delivery of food and other commodities.

The petrol companies always raise the price on motor spirit about two pence per gallon in March or April, and I expect this will happen as usual this year.

Some people express the view that Mr. Snowden will reduce the horse-power tax. As I stated last week, this is very unlikely after his utterances on the present deficit. It is equally unlikely that this tax will be increased, as at present the motor industry in Great Britain is one of the shining examples of an industry increasing its business in all parts of the world.

Any tax that would lessen the chance of keeping up the home market sales would serve to handicap our motor export business.

This latter is the real chance for larger expansion of trade. The home trade is unlikely to exceed some 300,000 motors per annum for many years, if at all. With a stable home market our British motor manufacturers can aim at selling an ever-increasing number of cars and commercial motors abroad.

We are now progressing towards an export of 100,000 vehicles annually. If all the hopes of the British motor-manufacturers and exporters are realised, this total will be increased until 200,000 to 300,000 British cars and heavy motors for goods are sold abroad annually.

If that goal is reached, employment will be given to nearly half a million workers in the motor making districts, and I cannot estimate the number of those who will also find work through its means in producing the raw material for accessories, tyres, steel, cast-iron, leather, cloth and trimmings of the cars.

A higher tax on motors would kill any chance of this expansion, now or in the future.

FEDERAL ROAD GRANT.

A vigorous effort is being made by the Royal Automobile Club of Queensland to ensure the retention of the Federal aid roads agreement in its present form. In a statement furnished by the club, it is pointed out that the alteration proposed by the Prime Minister, which he says will reduce the payment to the States from £2,000,000 to £1,000,000 per year, will, if ratified by the various State Governments, be very detrimental to Queensland, and will result in a material cutting down of road building programmes, with a consequent great increase in unemployment. The Prime Minister is reported to have stated at the conference that the 2d. of the 7d. per gallon petrol tax apportioned for the Federal aid roads fund at the present time was not providing anywhere near the £2,000,000 specified in the agreement for distribution amongst the States. In view of the fact that petrol importations for the year ended June 30, 1930 (which included many months of financial depression) amounted to approximately 240,000,000 gallons, an increase of 40,000,000 gallons over the previous year's total, the R.A.C.Q. disagrees with the inference drawn from Mr. Scullin's statement that petrol importations during the current financial year will be reduced more than half those of the preceding year. It may be interesting to note that at the time the agreement was originally signed, the total importations of petrol amounted to only 115,000,000 gallons. The R.A.C.Q. has taken up this matter with the Premier, and has urged Mr. Moore to vigorously oppose the Federal Government's proposal, and to insist that the £2,000,000 out of the petrol taxes collected by the Customs be paid annually to the States on the existing basis of distribution, for the balance of the 10 years under the Federal aid agreement. The Local Authorities' Association of Queensland has advised the R.A.C.Q. that that body is giving its full support to the continuance of the existing Federal aid agreement.

BRITISH SUCCESSES.**At the Monte Carlo Rally.**

British drivers of British cars have carried off the honours in this year's Monte Carlo Rally. Mr. D. Healey, driving an Invicta, having won in the class for cars over 1,100 c.c. and Mr. V. E. Leverett, driving a Riley, in the class for cars of 1,100 c.c. and under.

This year has seen a record of cars manufactured in Great Britain, i.e. 46 out of the total of 149, or roughly 30 per cent., and success has crowned this big endeavour in no uncertain way.

Both winners started from Stavanger, in Norway, having a distance of 2,261 miles to cover and, incidentally, some grim weather and road conditions to encounter. Blizzards, ice-covered roads and boat delays, however, all failed to lower the necessary speed averages—25 m.p.h. in the senior class and 22½ m.p.h. in the junior.

The Monte Carlo Rally is undoubtedly the greatest reliability trial in the motor world, and great is the triumph of man power and engine power represented by the successful drivers. The British successes are eloquent of the high degree of efficiency attained by motor car manufacturers in Great Britain to-day, and cannot fail to enhance the already high reputation held by British cars all over the world.

It is some three years since the first prize fell to Great Britain, but it is interesting to note that Mr. Healey, this year's winner in the senior class, made best British performance in the 1930 Rally, driving a Triumph Super Seven.

Hill-Climb & Comfort Competition.

The last of the competitions fol-

lowing on the Monte Carlo Rally was the Mont des Mules Hill-Climb and in this again British drivers and cars carried off the honours. The hill consists of a 3-kilometre stretch on the Beausoleil-La Turbie road.

The fastest time of the day was made by D. M. Healey (Invicta); Healey was driving in the 5,000 c.c. class. The 2,000 c.c. class was won by T. C. Mann (Lagonda) and the 1,100 c.c. class by R. Barr (Riley). Healey was within one second of the record for the hill, but Barr easily beat the record for his class; on a car of 1,100 only he was actually the third fastest winner of the day, covering the course at a higher speed, even, than competitors in the 8,000 c.c. class. A German, an American and two French cars were successful in the other classes.

In the Comfort Competition, British superiority was even more marked, all six premier awards being secured. The Grand Prix of Honour was won by S. C. H. Davis (Armstrong-Siddeley), who also secured the prize for closed cars over 1,100 c.c. The similar class for open cars was won by Lord de Clifford (Lagonda); the award for close cars under 1,100 c.c. went to F. Samuelson (M. G. Midget) and that for open cars to K.W.B. Sander-son (Riley).

**TRIUMPH FOR AUSTIN
SEVEN CAR.****200 MILES RACE.**

Melbourne, March 23.
The Australian 200 miles race, the most important motor race of the year in that country, was run to-day at Port Phillip Island, near Melbourne, and was won by a supercharged Austin Seven. Two

SINCERE'S**MOTOR
CYCLE
DEPT.****REMOVED****TO****PRAYA
SIDE****OF****The Building****(Ground Floor).**

Bugatti cars were second and third and a supercharged Riley fourth.

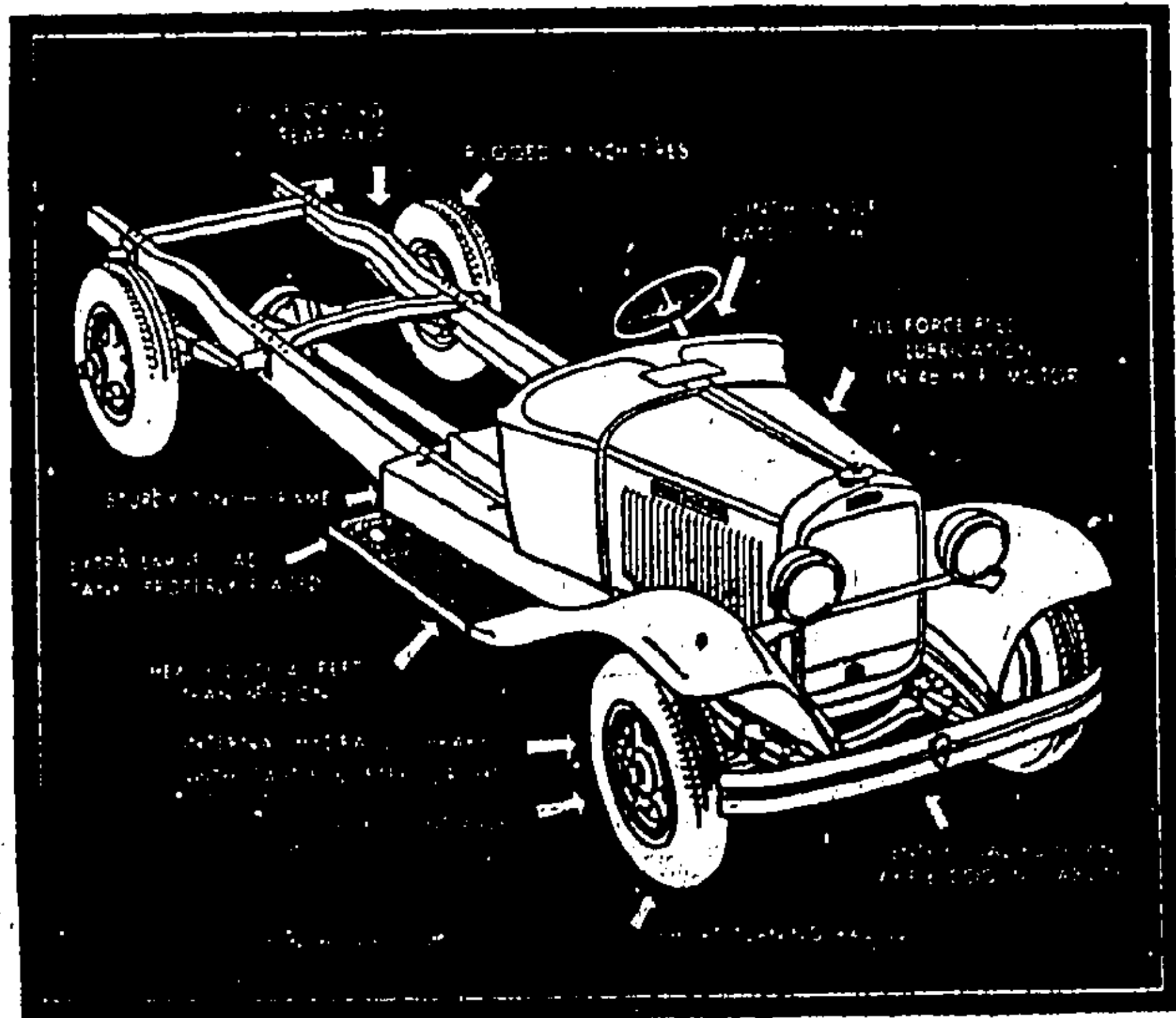
The winning car was the same as that with which S. C. H. Davis won the 500 miles race at Brooklands last October.

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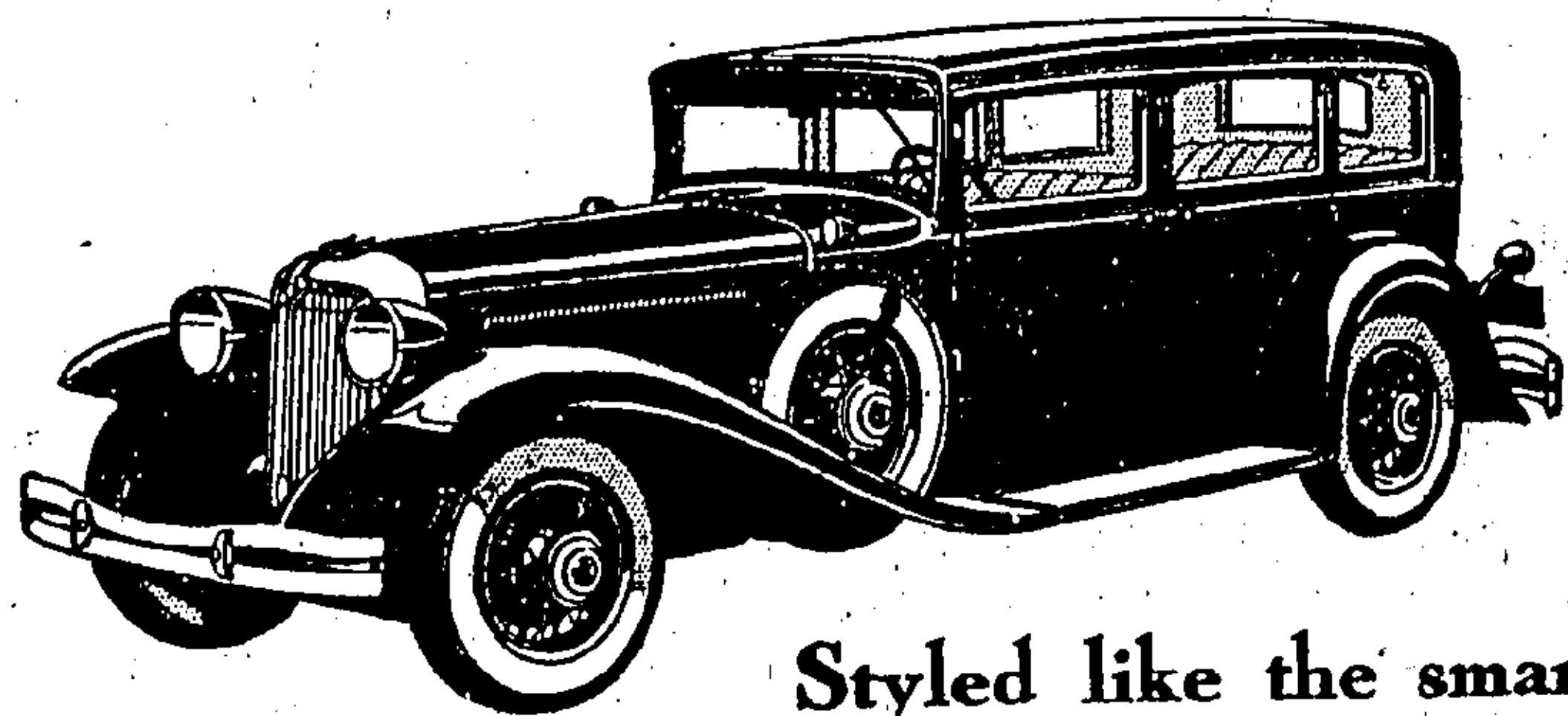
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FORD'S FACTORY IN BRITAIN.

1,000 Cars a Day From Dagenham.

A visit to Dagenham, which is in Essex, reveals that an apparently unpromising site has been selected by Mr. Henry Ford and his associates as the situation for a great factory destined to supply British, Continental, Indian and North African demands for Ford motor vehicles. Others have looked at the site for various purposes, but apparently have been scared off by its seeming inaccessibility and boginess, and by the gigantic task of converting it into a base for factories.

What frightens others stimulates the great Henry, and in under a year's time what is probably the greatest conception of a manufacturing plant for dealing with one product that has ever taken root on British soil will be fully realised.

A Vast Plant.
To-day the skeleton and floors of a vast collection of shops have arisen. A thousand feet square, the shops will be served by a complete railway system. Fronting it to the river are the offices, and behind the offices is a garage where members of the staff will be able to keep their own cars while at work. On one side of the mass of shops a factory is being erected by one of the American pressed steel companies. Here will be made the steel panels and pillars for the Ford vehicles. Current for power, light and heating will be produced on the premises. So self-contained is the scheme that there will be no need even to buy water. Already two wells, yielding large supplies, have been sunk.

Wages—£100,000 a Week.
In front of the main office block a deep-water jetty is being constructed, and from this point, within a few yards, of the final exit from the factory, the finished Ford products will be shipped to their overseas destination. It is planned to employ some 15,000 men when the whole scheme is completed, and the wages bill will not be less than £100,000 a week. A syndicate unconnected with the Ford organisation is planning to erect alongside the factory 1,500 houses for the use of the employees.

The factory, with its equipment, will cost £4,000,000. It is being laid out for a smooth and economical production of 1,000 vehicles a day.

Organisation—And Money.
Anticipations are that 80 per

cent. of these will be exported. Elaborate plans are being made to deal with and utilise waste products, and even ordinary household refuse, including old tins and cans and such like, will be obtained from local urban councils and other bodies for fuel and resale as scrap metal. Costly plant is being installed for this purpose. Household refuse now costing public authorities many shillings per ton to dispose of down the Thames will be accepted by the Ford plant as valuable material for treatment. Such is the benefit of organisation—and money.

MOTOR TAXATION.

Restriction on British Trade.

Another effort is being made by the Conference of Motor Organisations to induce the Chancellor of the Exchequer to reduce the taxation of motor vehicles.

A memorandum has been addressed to Mr. Snowden on behalf of the twenty-one organisations forming the conference. It is signed by the Hon. Sir Arthur Stanley, chairman, and Mr. A. E. Cave, the hon. secretary of the conference.

Since representations were made a year ago, the memorandum states, a decrease in the sales and usage of motor vehicles has taken place. The burden of motor taxation has been a substantial factor. It is submitted, in restricting expansion of the manufacturing, distributing, and service trades, and rendering those trades less able to contribute to national revenue, besides adding to unemployment.

As an example of the injurious effects of high taxation on road transport, it is stated that in some British industries, notably the cotton industry, motor taxation imposes the equivalent of a tax of from 10 per cent. to 15 per cent. on the transport cost of the goods on each journey.

Other points made in the memorandum are that:—

Of the £42,400,000 yielded by motor taxes in 1929-30 no less than 47 per cent. was taken by the Exchequer for purposes other than roads.

Last year 500,000 cars and 600,000 motor-cycles were taken out of use and not licensed for one or more quarters. The numbers are growing. Lower taxation would encourage all-the-year use.

"Whilst a substantial reduction in motor taxation might temporarily reduce the annual revenue," adds the memorandum, "any decrease in yield would be more than compensated by increased receipts due to stimulation of new vehicle sales, greater employment in the British motor and allied industries, increased usage of vehicles now unlicensed for one or more quarters, greater sales of second-hand-vehicles, and improved export trade."

"On the subject of the horsepower tax, the conference endorses the view of the British motor manufacturers, that it is the amount of the taxation, rather than the method, which precludes it from suggesting any alteration in horsepower formula."

BLUE BIRD'S CREATOR.

Burial on Eve of Life's Triumph.

The tragedy of the Blue Bird has been written on the same page of history which recounts Captain Campbell's wonderful achievement.

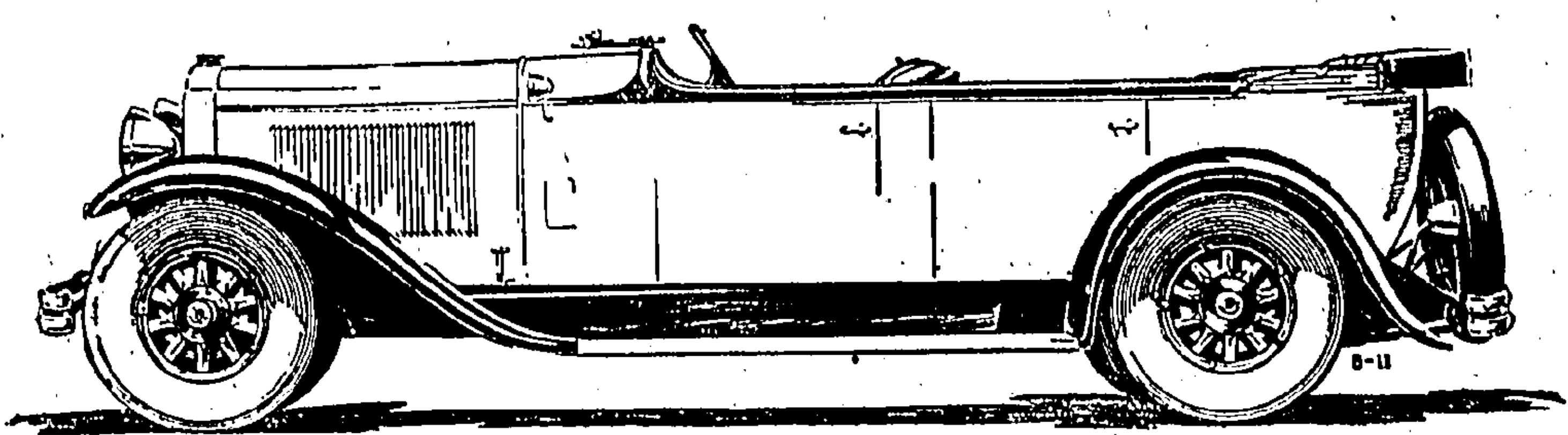
Mr. Montague Napier, chairman of D. Napier and Son, the man who designed Blue Bird's engine in co-operation with the firm's staff, did not live, by a margin of days, to see the success of his plans.

His entire interest was concentrated on Campbell's attempt to break the record. He had been an invalid for ten years, but he flouted this infirmity, and was at work within a week or two of his death. Recently that work was concerned exclusively with the wonderful mechanism which impelled Blue Bird to a speed never attained by man and motor-car.

He went to Cannes, and there, remote from Daytona and the engine which was his mind's darling, he died. His body was brought to London, and was buried a few days before Campbell flashed along the course at four miles a minute and justified all his hopes.

Mr. Napier was sixty years old—a giant of a man with a small, pointed beard. He had been an ardent cyclist in his youth, and was a great yachtsman. A new yacht which was being built for him is almost completed.

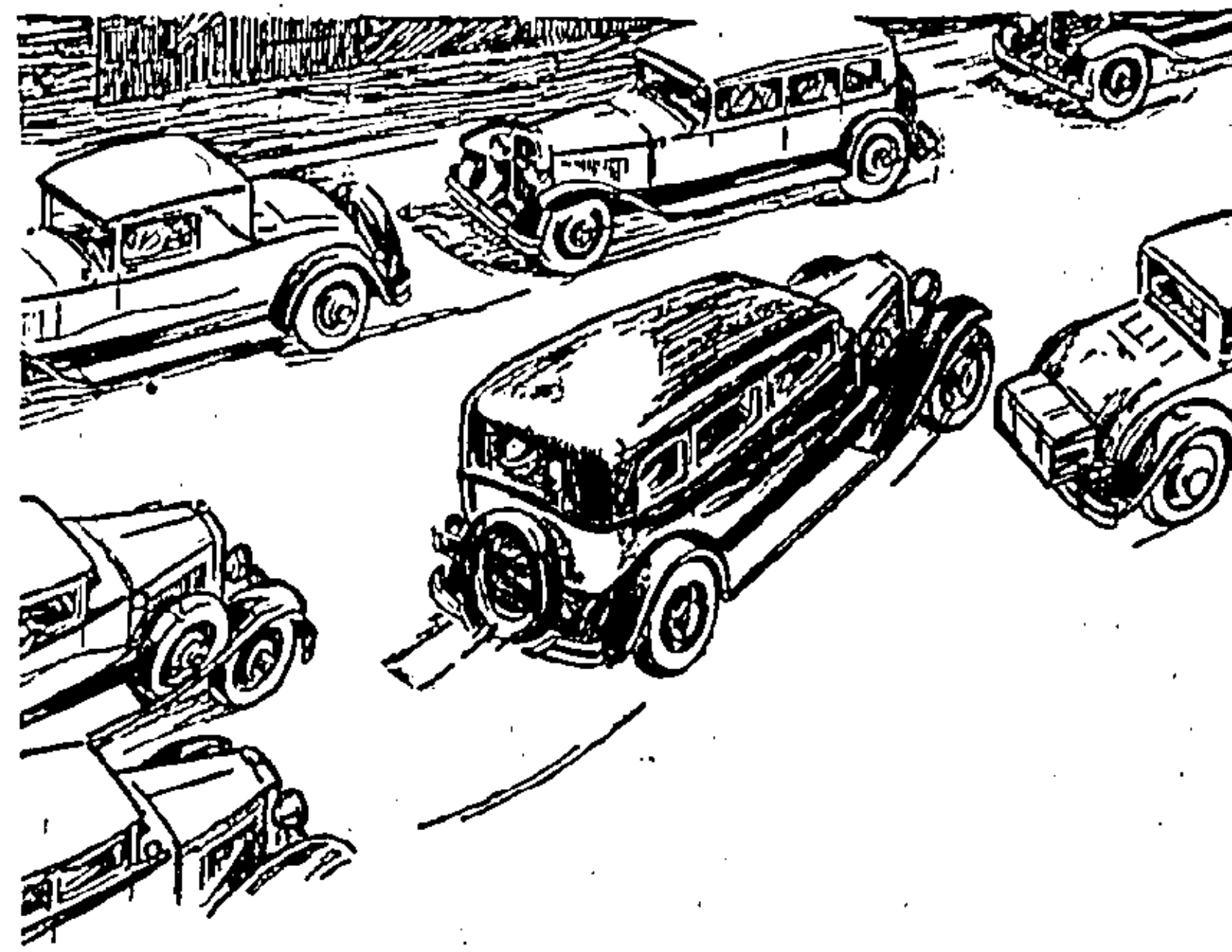
Mr. Napier was one of the pioneers of the motor industry. He began work on his first car in 1897—thirty-four years ago—and a Napier in 1902 won the Gordon-Bennett Trophy—the only British car that has won it.



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thorising one to drive a motor-car in the city of Paris.

The examination to which aspiring drivers have to submit is so severe that 44 per cent. of the candidates in one month were rejected.

The new inspector in charge of the examination service, M. Stenbock-Fermor, says that every candidate who shows awkwardness in driving or who commits the slightest error in manoeuvring a car is rejected pitilessly.

He is paying special attention to the recruiting of inspectors to carry out the tests and on the point he says: "Our inspectors must be of a suitable age. An inspector must not be influenced by the smile of a pretty woman."

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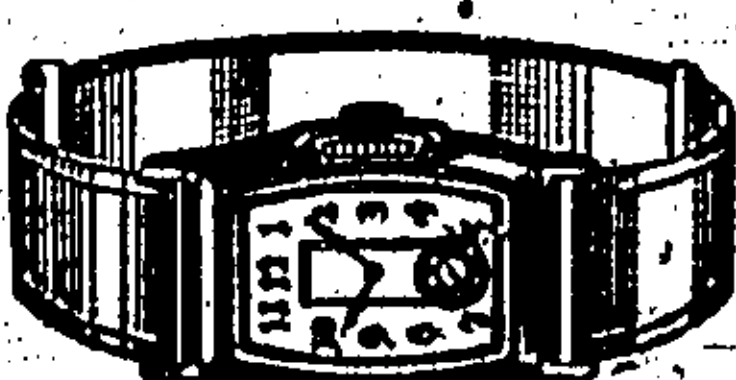
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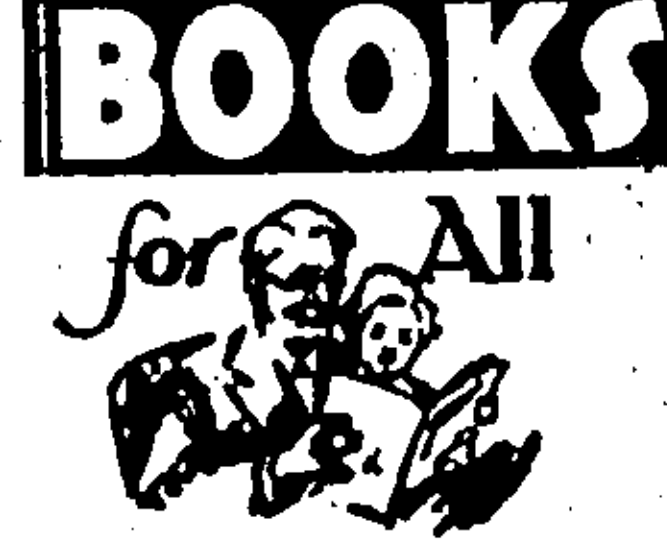
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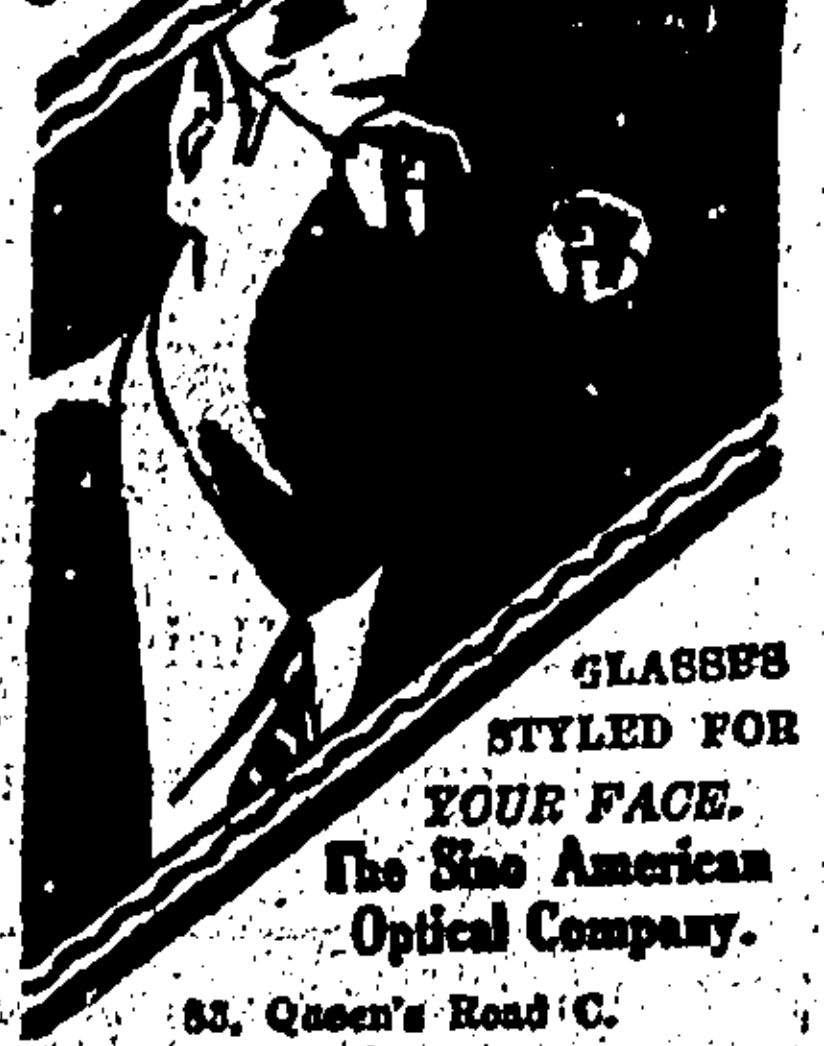


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CORPSES DUMPED.

HONG KONG AGAIN IN
LIMELIGHT.

SMALLPOX CASES.

London, Yesterday.
The finding of corpses of children in the streets of Hong Kong was again given attention in the House of Commons when Mr. Graham White asked whether, "seeing that some official information is available with regard to 1,724 out of 1,851 corpses of children, aged three and under, picked up in Hong Kong in 1929," Dr. Shiels would call for a report on the remaining 127 corpses, and whether in any case death was due to violence.

Dr. Shiels replied that out of the 127 bodies, 98 were children of over three years, and 29 were infants of unknown sex.

In reply to an enquiry by Lord Passfield, the Governor had stated that in no case was it found that death was due to violence. The deaths of 531 children were apparently due to small-pox.—Reuter.

MORE 'QUAKES.

CITY OF NAPIER AGAIN
SUFFERS.

ANOTHER PANIC.

Wellington, N.Z., Yesterday.
A severe earthquake occurred in the Hawkes Bay district, not long ago the scene of a disastrous series of shocks, this morning. The inhabitants were thrown into a panic and rushed into the open air.

The walls of many partly demolished buildings at Napier, which suffered so severely the last time, were shaken down.—Reuter.

Bologna, Yesterday.
A slight earthquake occurred here yesterday, but no damage resulted.—Reuter.

SECRET DIPLOMACY.

BRITAIN'S NEGOTIATIONS ON
EXTRALITY.

POINTED QUERIES.

London, Yesterday.
Replying to questions in the House of Commons, Mr. Arthur Henderson said that the only negotiations now proceeding with the Chinese Government concerned extrality.

If, as he hoped, the negotiations proved successful, they would result in a treaty, and, in accordance with the usual practice, there would be an opportunity to debate it in the House of Commons before ratification.

Mr. Wardlaw Milne asked whether the question of the future of Shanghai was included in the negotiations, and Mr. Henderson replied that he had had that point in his mind, but was not in a position to make any statement at present.

Mr. Wardlaw Milne urged that the House was entitled to some information, "before any negotiations are conducted with a Government which is quite incapable of looking after its own nationals, far less the British."

Mr. Henderson replied, "That is another matter."

A Labour member asked, "Is not this secret diplomacy again?"

Mr. Henderson asked for due notice of a question by Mr. Godfrey Locker Lampson as to whether the negotiations were being carried on on the basis of the report issued by the Extraterritorial Mission a few years ago.—Reuter.

AMERICAN AIRMAN'S LUCKY ESCAPE.

Six Days Afloat on Small
Raft.

Rescued after having floated on the sea for six and a half days after his aeroplane fell into the ocean, Mr. L. Harshman, an American aviator who was making a flight down the west coast of South America, arrived at Buenaventura on March 23 to tell a gripping story of his experiences.

Mr. Harshman arrived aboard the steamship Cerico which rescued him.

While flying over the sea on March 17, Mr. Harshman told newspaper correspondents, his gasoline supplies were exhausted. He was forced to descend on the water.

For eleven hours the aviator's aeroplane floated. Then, becoming waterlogged and badly strained by the buffeting of the waves, the fragile craft sank. Just before his ship went down Mr. Harshman took to a rubber emergency life raft which he carried. On the frail rubber boat he floated for six days until he was sighted from the decks of the Cerico.

Without Food and Water.

While he was floating, without food and water, several aeroplanes passed not far from him, Mr. Harshman said, but in spite of his best efforts to attract attention pilots failed to see him. Several vessels also sailed near Mr. Harshman but he was not observed until the Cerico came along.

Rain and poor visibility caused many searchers to fail to sight the distressed aviator, whose plight was hourly growing increasingly serious. When he was found Mr. Harshman's distress signals were almost exhausted. His only ration was a piece of hard biscuit.

The flier was on the verge of complete exhaustion when he was found but he recovered rapidly aboard the rescue ship.

SAMOA DISORDERS.

LARGE TRADING ORGANISATION
CONVICTED.

Apia, Samoa, Yesterday.
As a sequel to the disorders in Samoa in 1927, the Nelson Company, Limited, a large trading organisation in Samoa, has been convicted on twenty-eight charges under the Seditious Organisations Ordinance, and fined £200 on each charge.—Reuter.

VISITOR FROM AMERICA.

"The law has a very good memory and does not forget," said Mr. T. Rees, the chairman at Birkenhead Police Court when Herbert Taylor Coker, from America, at present staying in Birkenhead, appeared on a summons at the instance of Mrs. Elizabeth Dempsey, formerly Miss Fisher, in respect of £53 12, arrears on an affiliation order made in February, 1888.

Mrs. Dempsey, it was stated, had married since the order, and was now a widow. The child lived only five years, and Coker had paid nothing on an order of 4s. a week.

Coker said that he had been in America for 43 years, and returned to Britain last December to visit a relative in Birkenhead. He added: "This was quite a surprise to me."

The chairman: "I am sure it was. It was the biggest surprise you've ever had."

Mrs. Dempsey accepted the Bench's suggestion that she should take Coker's offer of 160 dollars (over £32) to clear the matter. Coker was ordered to pay the money, with the alternative of three months' imprisonment.

FLYING BOATS.

USE ON AUSTRALIAN
ROUTE.

MEAN MORE MONEY.

London, Yesterday.
Replying to a question by Comdr. Kenworthy in the House of Commons, as to why flying boats were not used on the Singapore-Port Darwin section of the Australian air mail route, Mr. Montague said that land planes were being used because the route through the Dutch Indies was organised for land planes only.

He pointed out that a Dutch company was already operating a route with land planes. The establishment of a regular service was still being discussed, but the use of flying boats would necessitate a reorganisation involving an additional expenditure, instead of taking advantage of facilities already existing.

Comdr. Kenworthy pointed out that flying boats were used on the Mediterranean portion of the route, and Mr. Montague reiterated that the organisation was lacking, but added that the matter would be reconsidered when the question of a regular service arose.—Reuter.

HUGE DIRIGIBLE.

TWICE CAPACITY OF GRAF
ZEPPELIN.

USE OF HELIUM.

New York, Yesterday.
Helium, the non-inflammable gas, is being manufactured in large quantities for a huge dirigible, the Akron, which is being built at Akron, Ohio, to be floated in May or June.

It will require 6,500,000 cubic feet of helium, which is nearly twice the capacity of the Graf Zeppelin, and 35 per cent. larger than the R101.

The Akron, which is destined for service with the United States Navy, will be the first airship able to carry an aeroplane.—Reuter's American Service.

"RIPPER" ASSASSIN

SENTENCED TO DEATH
NINE TIMES.

Duesseldorf, Yesterday.
Peter Kuerten, the self-confessed "ripper" murderer, has been sentenced to death nine times; also to fifteen years' imprisonment, for attempted murder; deprivation of civil rights for life and perpetual police supervision.

It is not certain whether Kuerten will be guillotined or the death sentences commuted. The decision rests with the Prussian Government.—Reuter.

HOME POLITICS.

THE MOSLEY PARTY'S FIRST
CANDIDATE.

London, Yesterday.
The "new party" founded by Sir Oswald Mosley is running its first candidate in the by-election at Ashton-under-Lyne, due to the death of the Labour member, Mr. Bellamy.

Three candidates were nominated to-day these being Mr. J. W. Gordon (Labour), Lieut-Colonel J. Broadbent (Conservative) and Mr. Allan Young (New Party).—Reuter.

AMUSEMENTS

AT THE **QUEEN'S** TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

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